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The Hongkong Telegraph.

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SATURDAY, MAY 15, 1926.

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TRADE UNION ADMISSION.

RAILWAY STRIKE A WRONGFUL ACT.

PREMIER'S COAL PROPOSALS.

The gradual resumption of industry, the settlement of the dispute between the Railway Companies and the railway workers, and the publication of the Premier's proposals for the settlement of the coal mining dispute constitute the main items of news received to-day regarding the home strike situation.

The outstanding feature of the settlement of the railway dispute, is the admission by the Unions that they committed a wrongful act in striking, and they give an undertaking not to strike again without previous negotiations.

The Premier's coal mining proposals include the offer of a further £3,000,000 subsidy, the introduction of much legislation to give effect to the Coal Commission's recommendations, and the acceptance by the miners of lower wages temporarily.

London, May 14.

Mr. Stanley Baldwin was loudly cheered by Conservatives and to some extent by Labour Members when he gave the House of Commons the latest authoritative information as regards the industrial situation, before separation for the week-end. He said that negotiations as regards the Docks and certain forms of transport were pursuing a normal course. An agreement had been reached for the resumption of the bus, tramway and tube services to-morrow, but the terms of the settlement were not yet available.

The next referred to the prospects of an imminent railway agreement which was shortly after entered into. The Premier, in conclusion, said there was no possibility of the parties to the mining dispute agreeing between themselves and he had therefore prepared proposals, which he thought would form a reasonable and fair basis of settlement and which would be handed to them over the week-end for consideration.—*Reuter.*

Rugby, May 14.

Mr. Ramsay MacDonald, the Labour leader, expressed satisfaction at the Premier's statement. He added that he was certain that the Premier had come to the right conclusion in regard to the mines difficulty and he was very glad that the Premier had taken the step of making his own proposal.—*British Wireless.*

COAL PROPOSALS.

PREMIER'S CAREFULLY PLANNED SCHEME.

London, May 14.

Mr. Baldwin's proposals, submitted to the owners and miners, propose to introduce in the present Session a number of Bills embodying the Coal Commission's recommendations, the grant of a temporary subsidy of £3,000,000, to establish a Joint Board with an independent Chairman to frame wages conditions, pending permanent re-organisation.

FULL DETAILS.

The legislation foreshadowed, would be most comprehensive. It deals with amalgamations of mines, the establishment of a Coal Advisory Committee, a National Wages Board and a National Fuel and Power Council, containing representatives of Labour, and also a Committee to investigate the question of selling syndicates.

The proposals require that the miners accept a reduction of minimum wages, other than subsistence rates, for a short undefined period, while the owners will bear wages equivalent to 100 per cent. of the net proceeds based on the January-March quarter. As far as it is necessary to maintain those wages, the Government will fill the gap with a subsidy not exceeding £3,000,000.

In the meantime a Board will be established consisting of three representatives each of the owners and miners with an independent Chairman to frame a national wages and hours agreement, and

decide the principle on which district rates can be ascertained. The Board shall issue its decision within three weeks.

Finally, the proposals stipulate that the provisional undertakings of the government are conditional on the acceptance of the terms of the memorandum by all parties.—*Reuter.*

RAILWAY AGREEMENT.

UNIONS ADMIT WRONGFUL ACTION.

London, May 14.

The railway strike is settled.—*Reuter.*

Later.

The terms of the agreement between the Railway Companies and the Unions provide for the strikers to be taken back as traffic offers and work can be found. The principle to be followed in reinstatement will be seniority in each grade. The Trade Unions admit that in calling the strike they committed a wrongful act against the Companies, and agree that the Companies do not, by reinstatement, surrender their legal rights, to claim damages arising out of the strike from strikers and others responsible.

The Unions undertake, firstly, not again to call a strike without previous negotiations; secondly, to give no support of any kind to their members to take unauthorised action; and thirdly, not to encourage supervisory employees to participate in any strike.

The Companies intimate that it may be necessary, arising out of the strike, to remove certain persons to other positions, but without reduction of wages. Each Company will notify the Unions within a week of the names of the men it is proposed to transfer and will afford each man an opportunity of having an advocate to present his case to the General Manager.

The settlement does not apply to persons guilty of violence or intimidation.—*Reuter.*

T. U. C. REPORT IMPROVEMENT

London, May 14.

The Trades Union Congress reports considerable improvement in the situation between the workers and employers and declares that firms and big companies are more inclined to meet representatives of the workmen and make arrangements for the resumption of work without raising the question of new agreements.—*Reuter.*

PRINTING DISPUTE UNSETTLED.

FURTHER ABORTIVE MEETINGS.

London, May 14.

There is still no settlement of the printing strike.

A conference in London between the Master Printers, the Newspaper Society and the Printing Trade Unions discussed re-starting the general printing trade in London and the providing for ten hours to-day, but it adjourned. Similarly, further meetings between the Newspaper Proprietors Association, representing the London newspapers, and the printing Union were abortive and were adjourned.—*Reuter.*

(Continued on Page 9.)

UNEASY CANTON.

STRUGGLE FOR POWER CONTINUES.

FEARS AND HOPES.

A Canton correspondent, writing in regard to political conditions, says it is apparent that since the arrival of M. Borodin and other Russians the Labour and Farmers' Union have been showing extraordinary activity in canvassing for more members. On the other hand, the work of the Society of Sun Yat-senism is being carried on with greater zeal in an endeavour to frustrate the designs of the Communists. Consequently, there is great activity in the movement of troops, and at every important point forces of General Chang Kai-shek are in evidence.

CONFIDENCE IN GEN. CHANG.

The general belief in Canton is that General Chang Kai-shek is quite capable of handling any contingency that may arise. The people show great confidence in General Chang, but their fear is that the Communists, who comprise for the most part the rowdy elements, may overstep the bounds of prudence and that if an armed outbreak occurs there may be looting and incendiarism.

FALLING REVENUE.

Great anxiety on the part of the Government is evident regarding the falling off in the collection of revenue lately. On this account it is reported that Mr. T. V. Soong has tendered his resignation but that it has been temporarily shelved until after the momentous meeting of the Central Party Committee.

In contrast to the prevailing anxiety it is stated that Mr. Sun Fo looks upon the situation with an air of confidence. He is reported to be in close touch with General Chang Kai-shek. Furthermore, the Society of Sun Yat-senism states that it has the Communist activities well in hand. In some quarters the view is held that General Chang Kai-shek, Mr. Sun Fo and Mr. Chang Ching-kong will have control of the convention of the Central Party Committee.

A RUSSIAN CRUISER.

Another report from Canton states that a Russian Man-of-war has arrived off Docep Tigris Fort, with a large quantity of arms and ammunition. These munitions are said to have been destined for the Kuomintang, but were prevented from being landed at Tientsin, by Chang Tseolin. The defeat of the Kuomintang has caused the supply to be diverted to Whampoa.

POLISH REVOLT.

GEN. PILSUDSKI IN THE ASCENDANT.

Berlin, May 14.

It is reported from the Polish frontier that Gen. Pilsudski has gained possession of the Belvedere Palace and the members of M. Wito's Government have been taken prisoners or are fleeing.

ALL NIGHT FIGHTING.

Warsaw, May 14.

All night long and to-day fighting has been going on between Gen. Pilsudski's troops and Government troops, the former gaining the ascendancy. At present they hold practically the whole of the Capital except the Belvedere Palace. Regiments arriving from the provinces are mostly joining Gen. Pilsudski's forces for whom numerous volunteers are being enrolled. The Socialists have called a general strike to assist Pilsudski's cause.—*Reuter.*

PIRACY IN CANTON WATERS.

CARGO BOAT CAST ADRIET.

MASTER KIDNAPPED.

Yet another piracy occurred in Canton waters on the night of the 11th instant.

The incident took place at Fong Chuen, where a big cargo boat, laden with peanuts discharged from one of the coast steamers, was waiting to have its cargo landed into the godowns. It is said that a launch came stealthily alongside the cargo boat in the night and slipped the anchor as a result, both the launch and the cargo boat floated with the tide to an out-of-the-way place, where pirates took possession of the cargo boat and confined the crew in a cabin. Later, a fleet of sampans came alongside and carried away the peanuts.

At daylight, the pirates kidnapped the master of the cargo boat, but left the crew to look after the vessel.

It is also stated that a ransom of five thousand dollars is demanded by the pirates for the release of the master of the cargo boat.

ARMED MEN INTERCEPT HONGKONG VESSEL.

Yet another piracy has to be recorded, Hongkong police reports to-day showing that a trading junk in Chinese waters.

It appears that trading junk No. 2535 left Hongkong with a cargo of kerosene and cow hides on April 7th, bound for Tam Chau, Yung Sham district. When off Lim Mui, a sampun came alongside containing eight men, who boarded the junk. The raiders were armed with revolvers and rifles. After driving the crew at the point of their weapons into the forehold, they locked them in with a hatch cover, and commenced to ransack the vessel. After being aboard for three quarters of an hour, the pirates left, taking with them clothing, money, and cargo worth \$540. The junk returned to the Colony yesterday.

KOWLOON MATTERS.

TWO FURTHER POINTS.

Two further matters, in addition to those mentioned yesterday, were considered at the last meeting of the Committee of the K. R. A. These were:

A letter from the Captain Superintendent of Police, was read, stating that the Mongkok Police Station was being connected with the public telephone. It will be remembered that a short time ago the Association asked that this should be done; as it was felt that it was most necessary in cases of emergency that residents in that neighbourhood should be able to telephone direct to the station.

A letter from the Colonial Secretary was also received stating that the work of slaughtering Nathan Road near the Po Hing Theatre was nearing completion.

TWELVE HOURS OVERDUE.

THEORIES FOR NORGE SILENCE.

New York, May 14.

The Airship Norge is twelve hours overdue, but Amundsen's friends are little concerned, being of opinion that he is exploring further afield than originally intended in the hope of finding land suitable to serve as a re-fuelling station when trans-Polar flight becomes a normal method of travel.

The theory is that atmospheric conditions are preventing a wireless message from Amundsen reaching America.—*Reuter's American Service.*

DUAL TRAGEDY.

YET ANOTHER MANILA SENSATION.

SHOTS AND SEQUEL.

Less than an hour after the man he shot earlier in the evening had died on the operating table of the Philippine General Hospital, Frank D. Thompson, of 181, Cinco de Junio, Pasay, was found dead, says the *Manila Bulletin* of Monday last.

Robert Thompson, a son, and a constabulary lieutenant found the body in a back room of the house over which the dispute which led to the shooting had started.

Thompson's victim was Generoso Hernandez, a real estate agent living at 14, San Agustine, Pasay. Thompson shot him through the stomach just after saying "Good-night" at the end of a few minutes conversation, according to a constabulary report.

OLD DISPUTE.

The dispute between the two men goes back over a period of some months. The property at 165 Cinco de Junio, where the body of Thompson was found, had been turned over to Thompson, who is also a real estate agent, for him to sell. He had the property for over a year without being able to dispose of it.

The owner, being anxious to dispose of it, gave it to Hernandez, who sold the larger part of it quickly. This led to ill feeling on the part of Thompson.

THOMPSON'S FEARS.

About two months ago Thompson claimed to have overheard some men in a conversation in which they threatened to shoot him. He was very much alarmed and asked for police protection. This was granted for a few nights, but was later withdrawn and his nervousness increased. He was very anxious to buy a gun, but his condition seemed so abnormal that his friends were warned not to help him procure one. How he got the pistol he used on Sunday night is not known.

THE SHOOTING.

On Sunday evening, after eating his dinner, he left his home in company with another American friend. Sometime later, alone, he went to the home of Hernandez, whom he found alone beneath the house. He went up to him, spoke to him for a short time, said "Good-night" and as he spoke the word, pulled out his gun and shot him in the stomach.

Unmolested, he walked out of the house and disappeared. Hernandez was rushed to the Philippine General Hospital, where he died on the operating table at 9.50. He leaves a wife and three children.

The Pasay police were unable to find Thompson, and the affair was turned over to the constabulary. A constabulary lieutenant went to the Thompson home and persuaded the son, Robert, to take him to the usual places frequented by his father.

FOUND DEAD.

They went to the house at 165 Cinco de Junio which is vacant, and in a back room, without marks of any kind on his body, was found the father. A doctor who later examined the body believed that his heart, weakened by his abnormal condition reacted from the excitement of the shooting. The body was found at 10.50.

Thompson leaves a wife and five children. The pistol with which he shot Hernandez has not been discovered.

TO-DAY.

Dollar on demand 2s 2 1/2 1/2d.
Lighting-up 6.55 to 7.15

Bulls and Inners

From the Office Butts.

Letters of introduction to nice Hongkong small potatoes are needed now that the strike's over.

They say that when a woman is getting her hair bobbed, she doesn't say a word. If such is the case, bobbing is the greatest discovery of the century.

"We sell everything to be found in the kitchen," reads a newspaper advertisement. But who wants to buy cockroaches?

Many girls marry rich men only to discover that they make poor husbands.

The ambition of all little girls in this present generation is to grow up so that they can wear short dresses like their mothers.

There are those who would like to quit drinking but their will power holds them to it.

In America a woman can hold any office although it is impossible for her to be President. Candidates for that office must not be over thirty-five years of age.

A former groom is now the crowned head of Persia. That should guarantee a stable government.

We suppose they call it Labour Day because nobody works then.

Dressing sensibly makes a girl look so conspicuous.

Don't count your summer clothes before they're matched.

In the olden days, father's pants used to be cut up for little Willie.

In these days, little Mary's dresses come in useful for mother.

Which reminds us that short dresses certainly prove that bow-legged knees are few.....and far between in Hongkong.

If music really "music be the food of love" a certain Kowloonite should try making soup out of his trombone.

We understand that the enterprising representative of the *Daily Press* who extracted the information from a Chinese tea-house waitress that "removing shells from shrimps" stopped her from flirting, is not particularly fond of shrimps.

Travel Hint.—Take an old ricksha home with you. It will be useful when pushing your luggage about.

Some husbands are sure of a good dinner when their better halves invite a few friends to "chance pot luck."

Some motor cars are like radio sets. You can't tell what distance you're going by looking at them.

Home Note.—Sour cream will not be noticed in coffee if you throw it out of the window.

A gentleman should always precede his lady friend through the windshield.

Some mechanics think the car was sent to the garage to have the tool box removed.

One thing about Hongkong weather, it never rains but it stops.

Nothing seems to surprise local anglers more than catching a fish.

They're saving daylight in America now, but at the same time there's a considerable amount of daylight in Hongkong.

Have you ever noticed that in Hongkong small potatoes are frequently of the big variety?

These Budget problems puzzle us. France is now trying to re-finance her floating debt with a sinking fund.

A London man has not been seen since he went out to get his hair cut two years ago. Suppose he's still waiting for his turn.

Wonder if "Vox" can tell us whether Jonah was educated by the whale that brought him up?

"The greatest masculine minds have been known to marry most shallow women," says a London paper. Possibly they needed a rest.

A young married couple in Shanghai named their first baby "Gale." It probably commenced life with a squall.

"Bogey Man"—It doesn't necessarily follow that the Fanling enthusiast who adds up his score before each drive is a tee-totaller.

Most of these movie stars seem to live happily ever after.....being divorced.

Our opinion is that a few garden parties would be more likely to bring rain than the fog-fooling flapdoodle.

A local schoolboy said the other day that he thought an Army chaplain was a minister of war.

We understand that a public-spirited resident has placed a bag of salt at the disposal of the K. R. A. This, we can only presume, is for the purpose of placing some on the tail of that annoying ruin-bird.

Perhaps a pinch might also be spared for the tails of those interfering kites.

An American tourist who thought dry gin a soft drink, soon discovered his mistake.

If this idea of taxing bachelors ever comes off, it'll most probably be termed a sirlax.

A citizen of the U.S.A. has predicted the end of the world. Suppose this will stop quite a number of people from buying motor cars.

An English provincial newspaper published an advertisement for a barber of the name of Samson. No doubt he's getting his revenge on the modern Delilah.

Instead of asking your hostess if she objects to smoking now-a-days, you simply offer her a cigarette.

"Clinging gowns are back into fashion," says a ladies' periodical. Husbands will hope they'll cling for several seasons before new ones are asked for.

The end of wars is in sight at last. An astronomer declares that the world will come to a stop in one million years.

A woman forgets many of her birthdays, but takes jolly good care her husband doesn't.

Never judge a man by his clothes. A dingy garage may house a Rolls-Royce.

Appropriately enough, it was a Byrd who flew over the North Pole.

According to the *Daily Press*, at the conclusion of the V. R. C. Sports, Mr. W. Logan stated "he was sceptical" but at the same time his congratulations went to the man who could win the 100 yards in 10 seconds and the 120 yards in 23 rounds. "We don't know whether this record was established."



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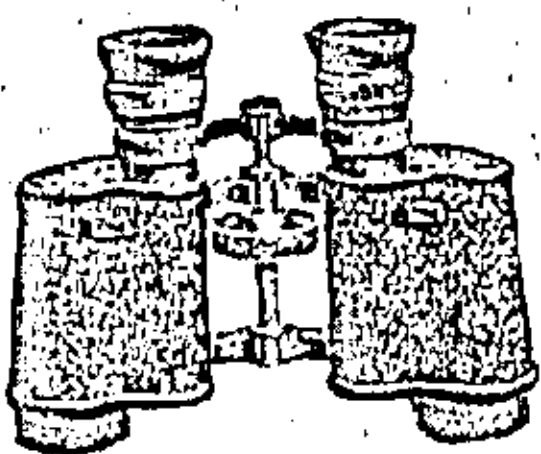
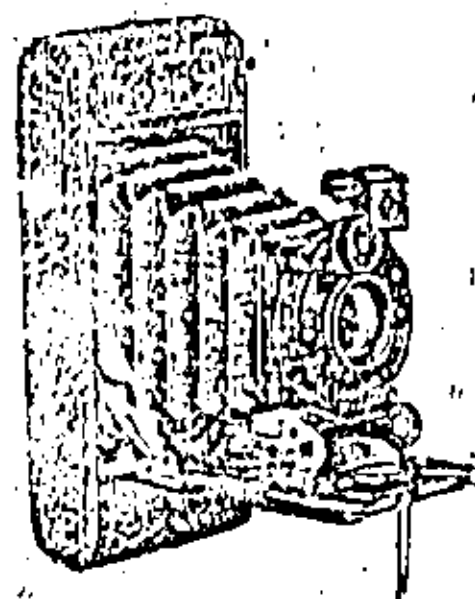
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DEAL IN EXPLOSIVES.

SERIOUS CHARGES AGAINST ORDNANCE CLERK.

A conversation between a Chinese detective and a Malay dealing with the alleged sale of sulphide of arsenic and potassium chlorate for the purpose of manufacturing bombs, was described at the Central Magistracy yesterday afternoon when Mohammed Rajah Salleh, a clerk employed in the Ordnance Department, was charged on four counts of unlawful possession of explosives.

The charges against the defendant were (1) that he did unlawfully have in his possession or control sulphide of arsenic and potassium chlorate on April 23, (2) unlawful possession of sulphide of arsenic and potassium chlorate on April 27 and three other subsidiary charges relating to the same commodities.

Mr. T. H. King (Director of the Criminal Intelligence Department) prosecuted and Mr. A. el Arcuili represented the defendant.

At the outset Mr. King asked that the word "potassium chlorate" be deleted from the second charge as it was discovered by the Analyst that there was no potassium chlorate in the powder seized on the second occasion.

Mr. King outlined his case at length and before dealing with the facts intimated that he would refer to a certain person who had introduced a detective to the defendant, as "X."

A Tea House Meeting.

In opening his case Mr. King said that information had been received by the Police that the defendant was dealing in certain explosive substances. On April 23 a Chinese detective, dressed in better clothes than the ordinary attire, was introduced to the defendant by "X" in a restaurant in Wanchai at about 8.30 p.m. In exchanging names in the usual Chinese custom, the defendant said that he was Ma Pu-chi, employed in the Ordnance Department of the Naval Yard.

During the course of a conversation between the two men, the defendant asked the detective if he wanted to purchase any explosives. The latter replied that he desired some for the purpose of making bombs for use in Shum Chun. The defendant then said that he had previously sold similar explosives to Chinese and the other asked that he be given samples to be taken back to Shum Chun for further instructions.

After some discussion it was agreed that the stuff should be sold at \$40 per pound. The detective said that he could easily take the goods to Shum Chun by train as he was a member of the strike pickets.

The defendant then left the restaurant and returned some time later with samples. He then proceeded to give a demonstration by igniting the powder which he had brought in a bottle. He extracted a small quantity of the contents and placed it on a piece of cotton wool and then applied a match to the powder, causing a bright flare.

He agreed to sell the powder at \$40 per pound and promised to produce the goods when required. He also said he was in a position to supply the detective with "poison water," which was described as a liquid, which was put inside bombs to increase the effect.

Chloroform.

This liquid, said Mr. King, subsequently turned out to be chloroform. The men then parted, but met again the following day, the

detective having in his possession five \$10 bank notes, the number of which had been noted by the Police.

The defendant at that meeting told the detective that he had two pounds of the powder, but the latter replied that he only required one pound. He later agreed to take both pounds and pay the balance of the price at some future date. The \$50 were then handed to the defendant who produced a Horlick's Malted Milk bottle from his coat pocket.

The bottle, continued Mr. King, contained a mixture of sulphide of arsenic and potassium chlorate. The money having changed hands, the defendant told the detective that should he be asked the contents of the bottle, he was to say that it was curry powder.

With regard to the purchase of liquids and other explosives, the two men met through the intermediary of "X" in the street in Wanchai on April 27. The defendant said that he had one pound of this liquid, which the detective promised to purchase, and further asked Salleh if he had the neces-

sary ingredients for the manufacture of bombs to be used in fighting at Shum Chun. The defendant agreed to obtain some for him and asked his address. The Chinese gave the names of three different places and told the defendant to call at the Nam King Hotel at 3 o'clock that same night. The defendant replied that he had a friend at the hotel and would call at the detective's room at the time specified.

The three then separated, the detective returning towards Central. The defendant with "X" went in the direction of Wanchai. The detective went straight to a European sergeant on the Canton wharf and reported the matter to him. He then went to room No. 1 at the Nam King Hotel to await the arrival of the defendant.

The Arrest.

Shortly before 9 p.m. the defendant and "X" went to the hotel in rickshaws with the hoods down, and as the former was going up the stairs the police went up to him and detained him. The man "X," who had remained to pay the rick-

shas, and the detective were also taken into custody.

The defendant was searched and on his person in his various pockets two bottles containing chloroform were found. There was also a bottle containing what appeared to be Flysan. Other commodities found were a bottle of magnesia powder, a packet of sulphide of arsenic, which formed the subject of charge D, and a packet of potassium chlorate which was mentioned in charge E.

About half an hour later the defendant was taken to his house at No. 11 Heard Street first floor and a search was carried out, during the course of which more sulphide of arsenic was found. In a desk the Police discovered some chemical formulae which related to the manufacture of flash light, which was possibly used for photography, and other purposes.

In a cubicle a book entitled "A Treatise on Service Explosives, 1907" was also found. This was a military book dealing with gun powder and other forms of explosives. A number of invoices relating to the purchase of various

powders, some of which formed the subject of the charges were also among the documents seized.

Marked Money.

The defendant's wife was asked to produce her money and, from her pocket she took out three \$10 notes and a \$5 bill. The bigger notes were three of those marked by the Police and given to the detective on the 23rd.

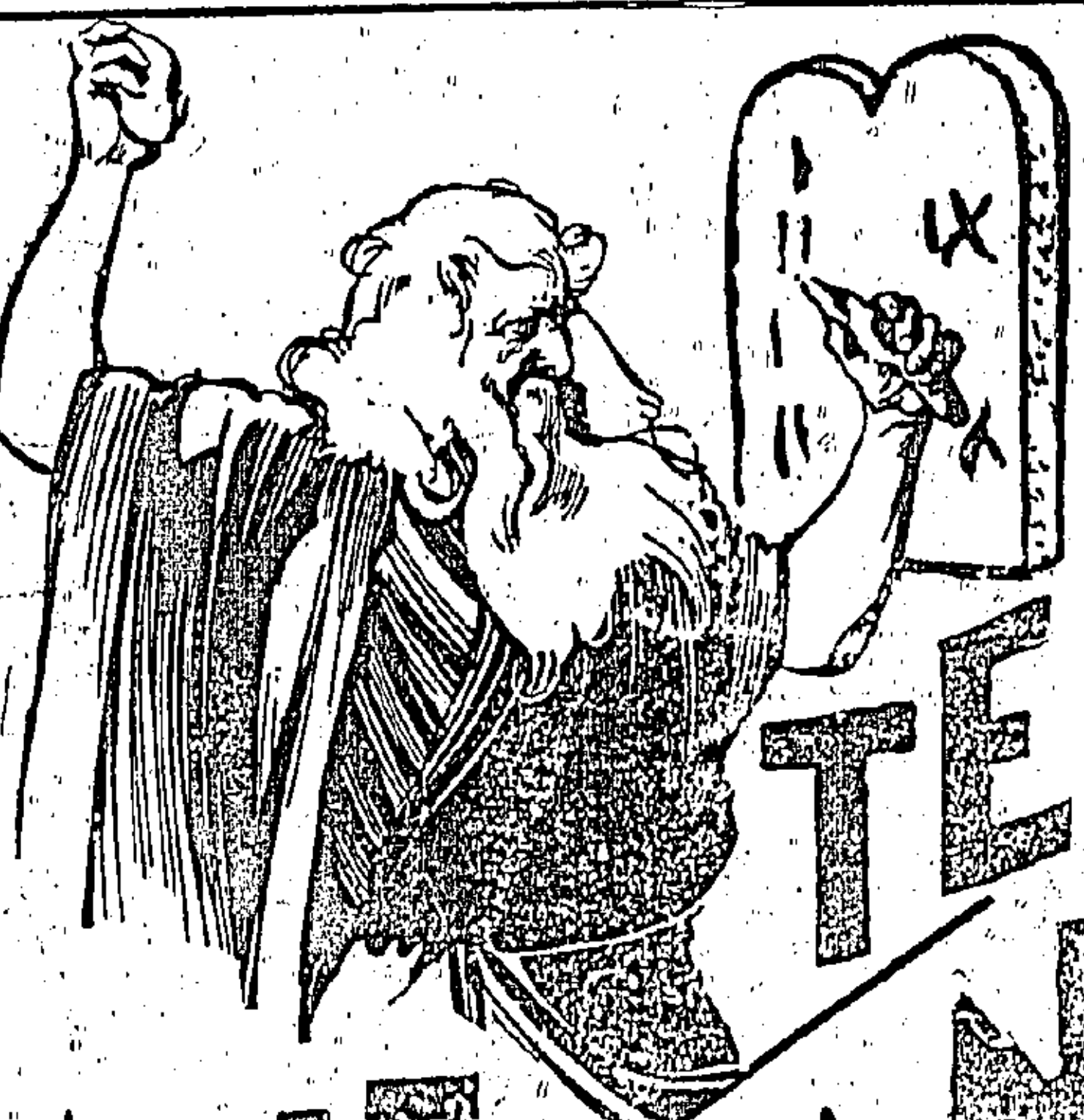
Mr. King said that he proposed calling the Government Analyst to depose to the composition of the various exhibits. The defendant was formally charged the following day and in answer to the first count he said "These people asked me to get it for them to make bomb crackers. They promised to make factories in Macao and give me a percentage out of it. I agreed to do so as it was not unlawful."

To the second charge he said, "They told me they wanted another half a pound to take to Macao to test. This was the only reason."

Mr. King then called the Chinese detective to bear out his opening. During the course of his testimony the detective said the defendant at

(Continued on Page 14.)

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splendors and orgies
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humor and tragedy of
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TO PIECES JUST BECAUSE
SAM HAS LEFT US AND
STARTED A HASH HOUSE

ATTN BOY GUZZ
WE'LL SHOW HIM
WE CAN RUN THIS
PLACE JUST AS
GOOD WITHOUT HIM



DAWONIT—MY WHISTLE IS BROKE
I GOTTA HURRY AND GET ANOTHER BEFORE
TH' 5 O'CLOCK TRAFFIC STARTS



SORRY OFFER—BUT WE
HAVEN'T A WHISTLE LEFT
IN THE STORE—BUT WE
HAVE SOMETHING JUST
AS GOOD



5 MINUTES LATER

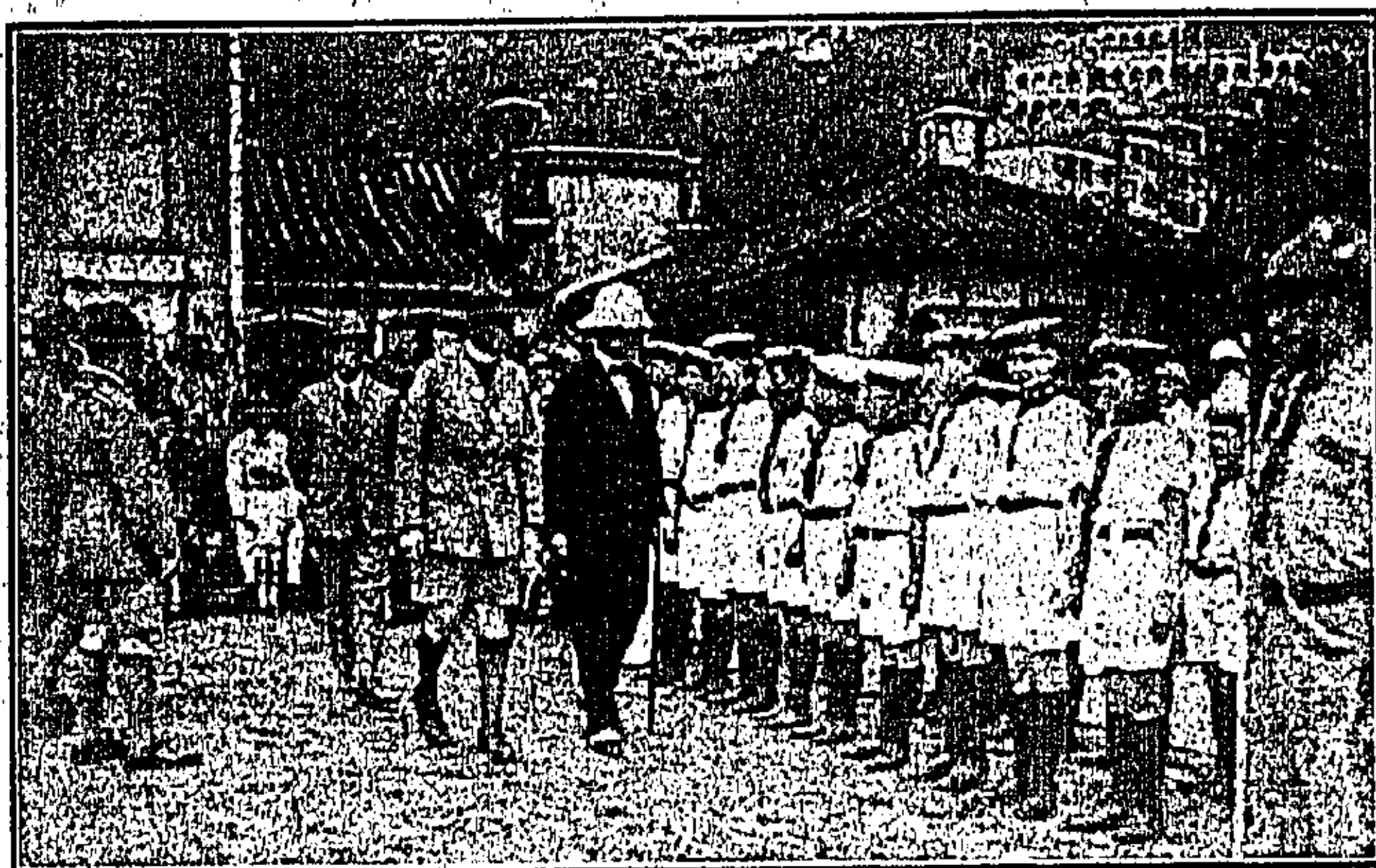


By Swan

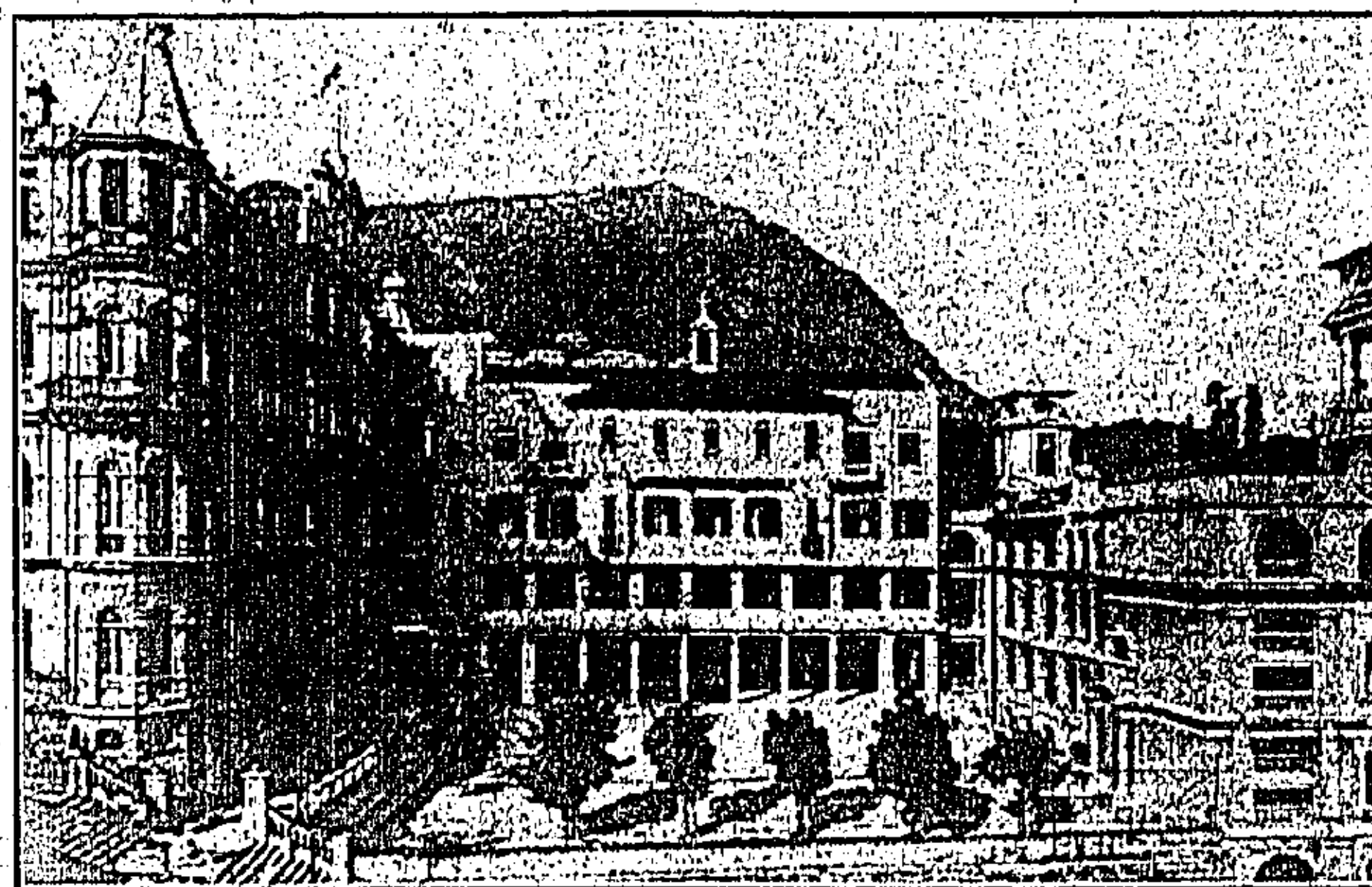
Local Pictures



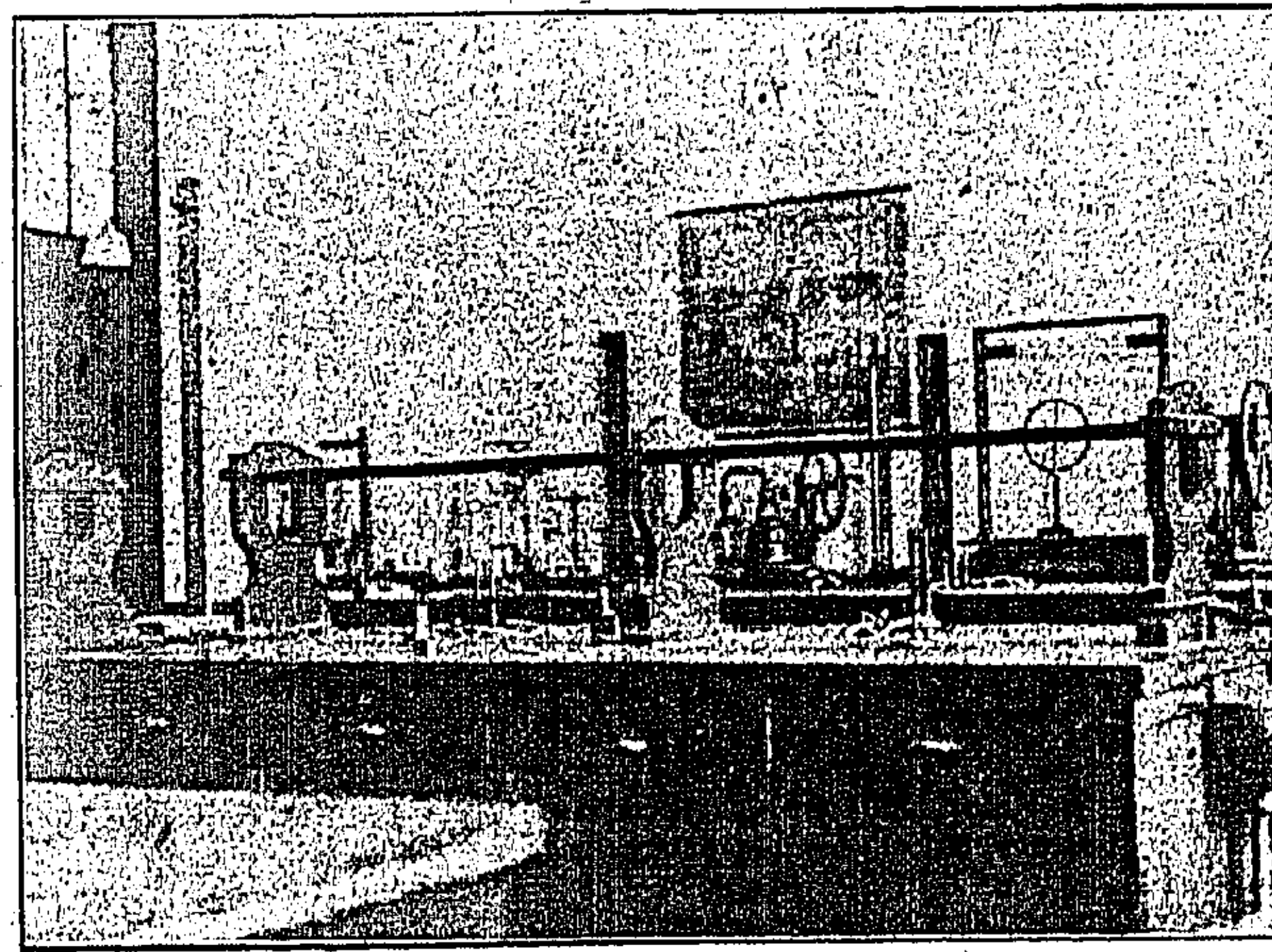
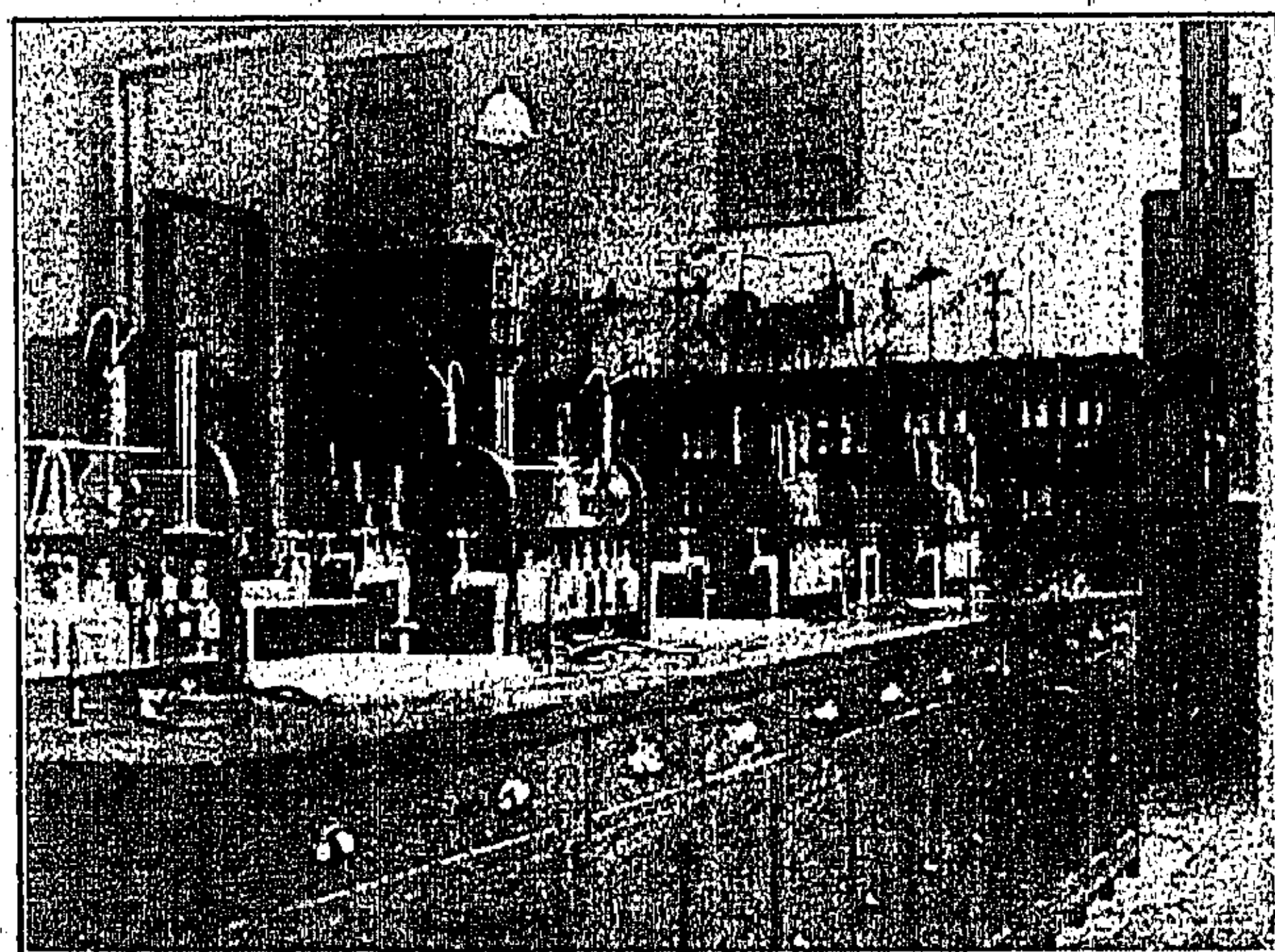
Pictures taken at the Boy Scout Rally held at Volunteer Headquarters on Wednesday evening. At left H.E. the Governor is seen inspecting the Scouts in company with Commissioner Waldegrave. In centre he is decorating Scout Master Braga with silver medal for services rendered in connection with the Po. Hing Fong collage. At right is seen the kilted troop. (Photos: Ming Yuen).



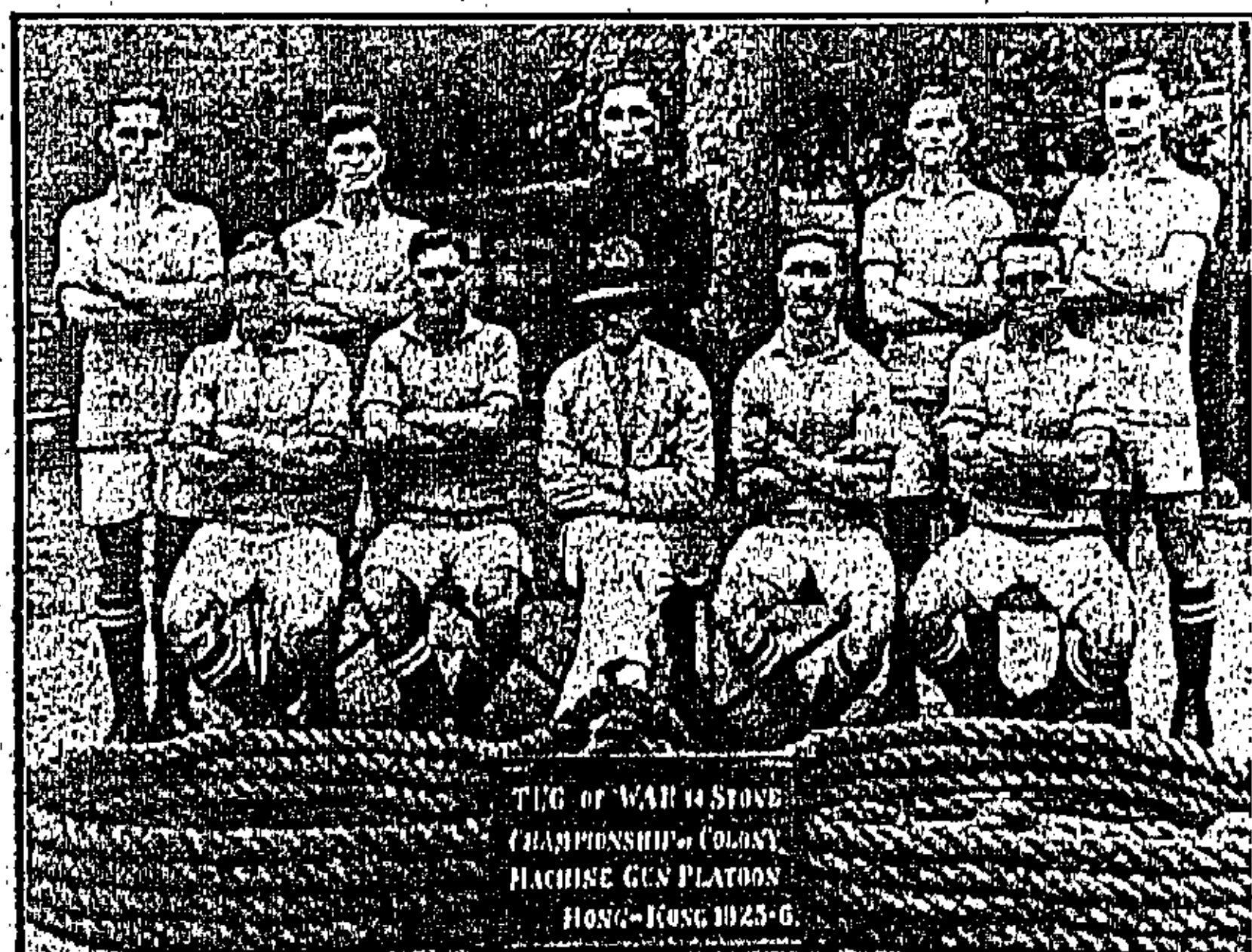
H.E. the Governor inspecting S.A. Scouts at Wednesday's Scout Rally. (Photo: Ming Yuen.)



Above is seen the handsome set of buildings which houses St. Joseph's College, the jubilee of which is being celebrated this week-end.



The modern nature of the equipment at St. Joseph's College is shown by the above pictures. At left is the chemistry laboratory, whilst at right is seen the physics lab.

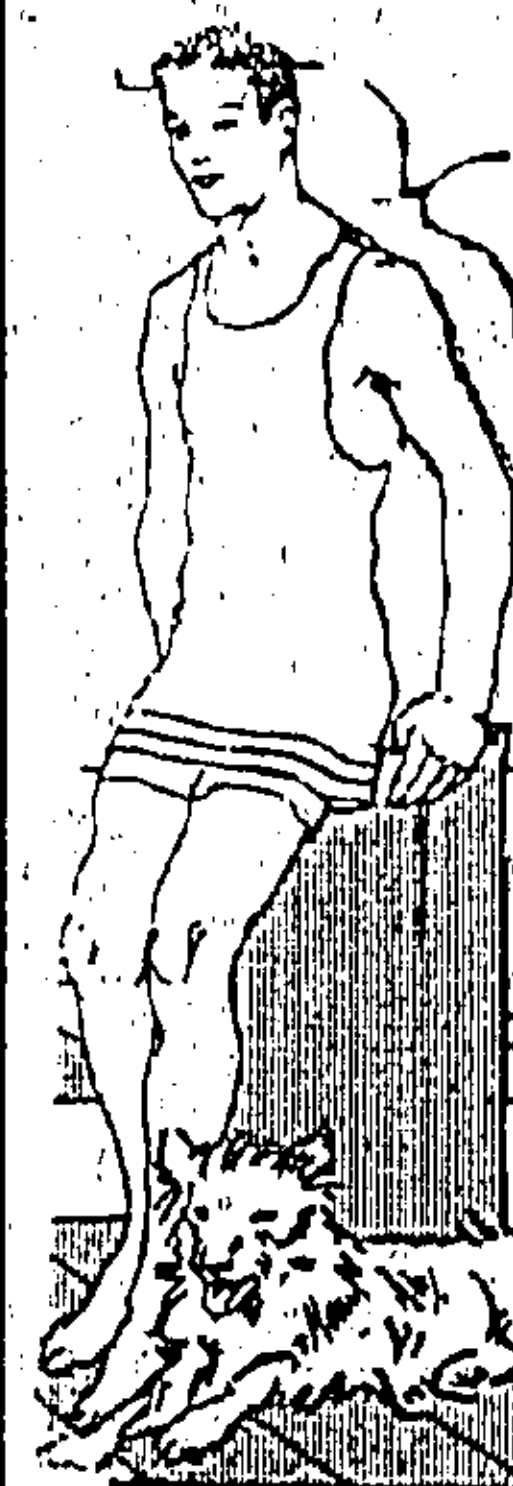


The machine gun platoon tug-of-war team of the East Surrey Regiment, which won the Colony's 84 stone championship at the V.R.C. Sports on Saturday. (Photo: Ming Yuen.)



Mr. W. G. Gerrard, of the Hongkong Police, putting the shot at the V.R.C. sports. He won the contest with a distance of 35 ft. 7 1/2 in. (Photo: Ming Yuen.)

BATHING SUITS



We have ready for your inspection an unrivalled selection of Swimming Costumes in a variety of gay colours, or plain for those of quieter taste.

All sizes at prices ranging from \$3.25 to \$13.50.

We Allow 10% Discount for Cash

MACKINTOSH
& Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Bldg. Des Voeux Rd.

LATEST VIEWS OF HONGKONG.



We have just published an excellent album of views of Hongkong. Price—\$3.00 each.

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

BATHING CAPS THAT LAST

We are now showing this year's designs in reliable Bathing Caps and Shoes.

To be obtained from—

THE COLONIAL DISPENSARY

Tel. C. 1877.

14, Queen's Road, C.

P. T. FARRELL

Consulting Engineer

— AND —

Manufacturers' Representative.

Agent for: Bolinder's Crude Oil Engines

Marine, Stationary and Lighing.

King's Building, Top Floor.

Telephone C. 2566. Telegraphic Address "FARSEEING."

WHITEAWAY'S SHOE SALE

ON

MONDAY, MAY, 17th.

and following days.

We have decided to clear our entire stock of—

LADIES' WHITE CANVAS SHOES

AT

ABSOLUTELY CLEARING PRICES

OVER 400 PAIRS

Price From \$1.00 to \$5.00 Per Pair.

DO NOT MISS THIS OPPORTUNITY

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:-

1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1418, 1373,
1441, 1444, 1456, 1462, 1453.

SITUATIONS VACANT

Peak resident requires resident European nurse fully capable of taking care of three months old infant. In reply please state terms. Apply Box No. 1514 c/o "Hongkong Telegraph."

MISCELLANEOUS.

HOUSE mid-level, also one between Cathedral and St. Paul's. Mortgages arranged on architect's valuation. Houses, Flats and building lots negotiated. Small Investors. Tel. 630.

BOARD RESIDENCE.

"Huntington" Stubbs Road, Telephone Central 1038. Large airy rooms, cool situation, 15 minutes from town, car run for convenience of guests. Apply Mrs. R. T. Matheson.

LOST.

LOST.—In vicinity of Upper or Lower Peak Tram Station, lady's gold wristlet watch, with expanding bracelet. Finder please return to R. Sutherland, Jardine, Matheson and Co.

FOR SALE.

FOR SALE.—Three Letter Press Printing Machines, with motors. Apply Manager "S.C.M. Post."

PREMISES TO LET

TO LET.—First and Second floors each containing four rooms with all modern conveniences kitchen servants quarters etc. Jordan Road, Kowloon. Apply Koon Tai, Tel. C. 417.

FAMILY HOTEL, VICTORIA GARDENS, Quiet APARTMENTS and suites of rooms. Full pension from \$95, \$110, \$130, monthly, large commodious rooms, also daily rates, minutes from ferry, next new Hotel, Hankow Road, Kowloon. Tel. K.357, Mrs. Stuart Ogilvie.

TO LET.—In Weihaiwei from June to October. Furnished house having four large and three small rooms, Bathrooms etc., Tennis Court and nice garden. Splendid situation. Apply Box No. 1515 c/o Hongkong Telegraph.

FLATS FOR RENT.—Orient Building, Coronation Road, Kowloon. No. 5, Ground Floor. No. 9, 1st Floor. No. 10, 2nd Floor. No. 11, 2nd Floor. No. 12, 1st Floor. No. 13, 2nd Floor. No. 14, 1st Floor. No. 15, 1st Floor. Immediate occupation. Enquire Caine Road or Telephone C.317 between 9 and 10 a.m.

TO LET.—One European. Sat. Wanchoi Gap Road, Hongkong. Apply to 32 Kennedy Road.

KOWLOON RESIDENTS' ASSOCIATION.

APPLICATION FORM.

Please enrol me as a Member of the Kowloon Residents' Association for the year 1926, my subscription fee of \$2 being enclosed.

Name

Address

.....

Cut this out and forward to—

J. M. ALVES, Esq.,
Hon. Treasurer, K.R.A.
3, Connaught Road Central
Hongkong.

All Kowloon Residents should join the Association which is

NOTICE.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

WEATHER and Ground Permitting the following programme has been arranged:-

MONDAY, 17th—SEMI-FINALS OPEN DOUBLES

HANCOCK & REDMOND

RUMJAHN & RUMJAHN.

TUESDAY, 18th—FINAL OPEN DOUBLES

FRIDAY, 21st—FINAL OPEN SINGLES

To be followed afterwards by Presentation of prizes.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

MEMBERS and SUBSCRIBERS may now book SEATS at the PAVILION to witness the FINAL MATCHES.

TUESDAY 18th FINAL Each

OPEN CHAMPIONSHIP DOUBLES Seats—\$1.00

FRIDAY, 21st—FINAL OPEN CHAMPIONSHIP SINGLES—\$1.00

BOOKING with CROSE at the PAVILION on SUNDAY, the 15th at 8 p.m.

On and after MONDAY, 17th Booking will be at Messrs. MOUTRIES.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg to inform all interested in safe deposit, that they have actually in their new building, 5 Queen's Road, safe deposit Boxes at the yearly rate of \$3 for the small size, and \$12 for the large size.

Please apply to the Cashier. Hongkong, May 6, 1926.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-fifth Ordinary General Meeting of Shareholders will be held at the Offices of the under- signed on Tuesday, the 18th May, 1926, at noon, for the purpose of receiving the Report of the General Agents, together with a statement of Accounts for the year ended the 31st December, 1926.

The Share Register and Transfer Books will be closed from the 4th to the 18th May, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD.,
General Agents,
Hongkong, April 27, 1926.

FANLING HUNT STEEPCHASES.

WHITSUNTIDE MEETING.

Monday, 24th May, 1926.

Saddling Bell 2.30 p.m.

First Race 3.00 p.m.

Entrance to Enclosure and Covered Stands,

Per Head \$1.00

Motor cars can be parked on the rail opposite the grand stand

Per Car \$5.00

Special Express Train to the Races leaves Kowloon at 1.15 p.m.

Return Special Express Train leaves Fanling Station at 5.52 p.m.

Refreshments will be catered for by the Ritz.

Hongkong, May 13, 1926.

NOTICE.

UNIVERSAL AUTO SUPPLY COMPANY.

OUR OFFICE and SHOW-ROOM have been REMOVED to 61, DES VOEUX ROAD. C. CUSTOMERS are requested to go to the above mentioned address.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "Mortals and Immortals." Wednesday Evening Meeting at 5.30 p.m., Reading Room at above address, open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

St. John's Cathedral, Hongkong, May 16th, 1926; Sunday after Ascension Day; Holy Communion, 8 a.m.; Children's Service, 10 a.m.; Matins, 11 a.m. Preacher: Rev. H. Copley Moyle; Holy Communion, 12 noon; Evening, 6 p.m. Preacher:

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HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

NOTICE OF REMOVAL

Notice is hereby given that on and after 17th May, 1926, the Offices of The Hongkong Telegraph will be located at Nos. 1-3 Wyndham Street, (Morning Post Building).

NOTICE.

PRICE REDUCTION.

Revised price lists for Michelin Tyres are now ready for distribution and are subject to the usual discount as before.

All Michelin Tyres bought from us are guaranteed to be absolutely fresh and reliable, as our stock is replenished every week. Please be sure that you will not buy cheap and old tyres offered for sale in the market, which always give unsatisfactory service.

Authorised Michelin's Distributors,
JOHN GIBBS & CO.,
Bank of Canton Bldg.,
1st floor.
Hongkong, May 15, 1926.

UNION INSURANCE SOCIETY OF CANTON LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hongkong, on FRIDAY, 28th MAY 1926, at 11 o'clock a.m. for the purpose of receiving the Report of the Directors and Statements of Account to 31st December 1925, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Society will be CLOSED from May 12th to May 28th both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd 1926.

BRITISH TRADERS' INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 28th MAY 1926, at 11.15 a.m. for the purpose of receiving the Report of the Directors and the statements of Account to 31st December 1925, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd 1926.

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 28th MAY 1926, at 11.20 a.m., for the purpose of receiving the Report of the Directors and the statements of Account to 31st December 1925, and of declaring Dividends, etc.

THE TRANSFER BOOKS of the Company will be CLOSED from May 12th to May 28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hongkong, May 3rd 1926.

MRS. SEKAI MASSAGE

Tel. No. C.4433, 2nd floor
3, Duddell Street, Hongkong.

LAMMERT'S AUCTIONS

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction on

WEDNESDAY, May, 19th.
at 3 p.m.

(Postponed from MONDAY May 17th.)

At the premises of "The Hongkong Telegraph" 11, Ice House Street.

Two large newspaper printing machines.

(By C. B. Cottrell and Sons.)
1—Electric Motor 1.—H.P. 200 V.

1—Electric Motor 5.—H.P. 200 V.

These machines may be inspected in operation on application to the Manager of "The Hongkong Telegraph."

also
1—Large Ceiling Fan, 200 vt. and

A Quantity of Miscellaneous Office Furniture, Electric Fittings, etc.

Terms:—Cash on Delivery, the Machines must be removed within ten days from date of sale.

LAMMERT BROS.,
Auctioneers.

FOR—THIS WEEK'S BARGAINS IN MOTOR CARS AND MOTOR CYCLES, SEE SPECIAL ADVERTISEMENTS IN THE MOTOR SUPPLEMENT.

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CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by PUBLIC AUCTION, (by order of the Liquidator).

on MONDAY, the 17th May, 1926, at 2.30 p.m., at No. 153 Queen's Road Central.

The Office Furniture and Fittings of the Wing Hing Bank, Comprising:—

Teakwood Desks and Chairs, Book Cases, Partitions, Counters and Iron Safes, etc., etc.

Also
One 5-Seater "Studebaker" Motor Car in good running order and condition.

Terms:—Cash on Delivery.

E. V. M. R. DE SOUSA,
Auctioneer.

Hongkong, May 14, 1926.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by PUBLIC AUCTION, (by order of the Liquidator).

on MONDAY, the 17th May, 1926, at 11 a.m., at No. 22 Stanley Street, 1st Floor.

The Valuable Household Furniture and Fittings Therein Contained.

Comprising:—

Blackwood Chairs and Long Tables, Teak Dining Table and Chairs, Chesterfield Sofa and Armchairs, Double Wardrobes, Dressing Tables, Washstands, Screens, Electric Fittings, Iron Gates and Flower Pots, etc., etc.

Terms:—Cash on Delivery.

E. V. M. R. DE SOUSA,
Auctioneer.

Hongkong, May 14, 1926.

NOTICE.

Notice is hereby given that I shall not be responsible for any debts contracted by my wife Nora (nee Loureiro) residing at No. 330, Nathan Road (1st floor), Kowloon.

Dated the 14th May 1926

WALTER LOUREIRO

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS

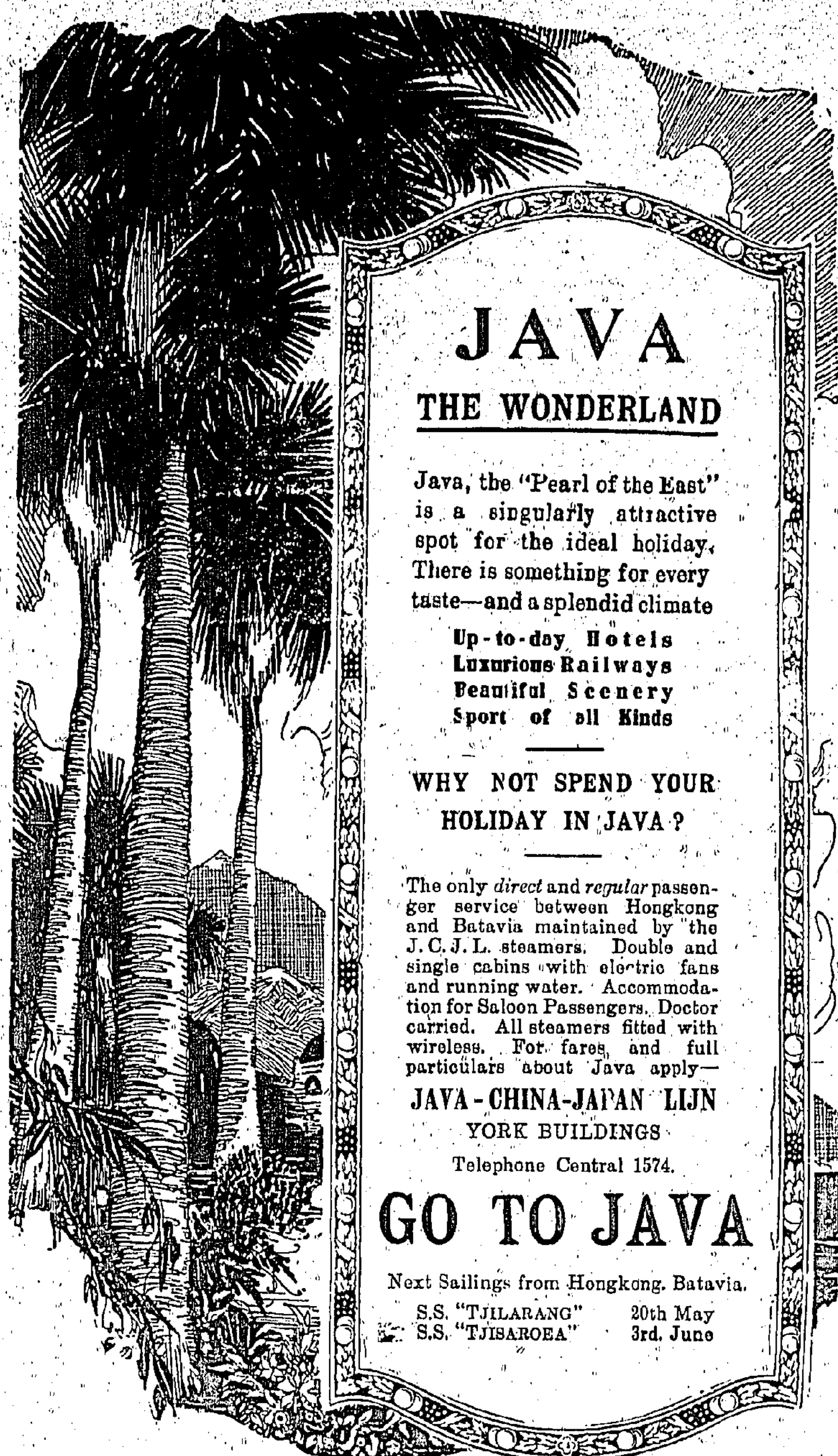
FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST



JAVA

THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate

**Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all kinds**

WHY NOT SPEND YOUR HOLIDAY IN JAVA?

The only direct and regular passenger service between Hongkong and Batavia maintained by the J. C. J. L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java apply—

JAVA-CHINA-JAPAN LIJN
YORK BUILDINGS
Telephone Central 1574.

GO TO JAVA

Next Sailings from Hongkong, Batavia.

S.S. "TJILARANG"	20th May
S.S. "TJISAROE"	3rd June

MYSTERY MAN.

GIVING AWAY HIS MONEY.

Scotland Yard have been asked to help in the search for the Mystery Man who recently caused great excitement in the East-end by giving away money. He is believed to be Mr. Max Hyman, a German by birth and an Australian by naturalisation, living in Brussels.

He has been missing from his home since last November, and news of his whereabouts is being sought by his solicitors, Messrs. Rubinstein, Nash, and Co., of Raymond-buildings, Gray's-inn-road.

"We are almost certain," said Mr. Ronald Rubinstein to a *Daily Chronicle* representative, "that our missing client and the 'Man Who Gives Away Money' are one and the same."

SISTER'S ILLNESS.

"His relatives in Belgium are most anxious to find him, as his sister is seriously ill. At our request the police have circulated his description as follows:—

Age about 35; height about 5ft. 3in.; grey wiry hair, scrappy moustache; rather shabby appearance and unkempt; wears spectacles; pushes head forward when speaking; German accent; calls himself Australian; rolling gait; probably wearing a brown overcoat; prominent nose.

Mr. Rubinstein said that during a visit to some family friends at Kensington Mr. Hyman produced a receipt for a £2 gift.

This led them to believe that he was the Mystery Man whose activities were described in *The Daily Chronicle*.

NOT WEALTHY.

"So far as we know," Mr. Hyman is not a wealthy man," the solicitor continued, "but he is certainly well-to-do. Last May he was taken ill, and was for four months in a Brussels sanatorium."

"When he came out he said, 'God has told me to give away my money.' His relations kept him short of funds, and the source of the money which he has been giving away is all part of the mystery."

"I think that by now his cash must almost have run out," Mr. Rubinstein said. "We last heard of him—or a man closely answering his description—living in a common lodging-house in White-chapel. His last known act of wild generosity was to give £25 to a coster who was selling oranges on March 5 in Middlessex-street, E. C."

"How's business?" he said to the man.

"Rotten!" was the reply, the coster then being amazed to find himself handed 25 new pound notes."

FAMOUS CUTLER'S LAD.

CITY'S FREEDOM FOR DR. COWARD.

Dr. Henry Coward, conductor of the famous Sheffield Choir, which is also known as the Sheffield Musical Union, was presented with the freedom of the City of Sheffield last month. His choir also celebrated its jubilee.

Acknowledging the honour, Dr. Coward said: "I am proud most of all that in presenting me with the freedom the Council have made a record for Sheffield, and set a precedent for other cities to follow. As far as I can gather, this is the first time that a city has risen to the unwonted height of recognising the claims of the imaginative and intangible, a something outside the material things of life."

Dr. Coward is a remarkable man.

Starting work in very hard and humble circumstances as a cutler's lad, then struggling through by sheer grit and daring to become a schoolmaster, and finally reaching the pinnacle of his career as a doctor of music, he is still unspoiled.

At 76 his enthusiasms are as robust almost as a boy's, and his capacity for action the envy of the younger generation of to-day.

He is a Congregationalist, and incidentally one of the greatest interpreters of the "Messiah." One of the great secrets of his young, old age, coupled with strict temperance, is that he is a great lover of fresh air and the countryside.

Nothing he loves more than a tramp over the Derbyshire or Yorkshire moors.

"Without my dose of fresh air," he says, "I should not go on very long."

PICTURES AND PRINTS.

SIGNED AND UNSIGNED ETCHINGS

PHOTOGRAVURES

AUTOTYPES

WATER COLOUR DRAWINGS

Reproduction of well-known masterpieces by the

MEDICI ART SOCIETY.

Oil Paintings Restored and Reframed.

Etchings and Prints sent on Approval Free of Charge.

ARTS & CRAFTS

PRINT SELLERS

SHANGHAI.

Your Home Should Have A Real Bathroom

There is nothing that will bring so much health and comfort.

We Employ A Thoroughly Competent Staff Under Efficient European Direction

Specifications and Estimates submitted on request

Latest Bathroom Appliances on view at our China Bldg. Showroom.

C. E. WARREN & Co., Ltd.

Opposite Queen's Theatre - Telephone C. 269.



ALSO PACKED IN
REGULAR SIZE
20s & 50s

Unequalled for—
**FRAGRANCE
REPUTATION
&
QUALITY**

Three Castles CIGARETTES

"You can have a little castle all your own in a real Venetian setting" runs an advertisement in a New York paper. "Broad-winding canals," it continues, "a beautiful lagoon, imported gondolas, graceful, arched bridges,

charming Italian gardens, wide-paved boulevards, and a wonderful bathing beach on the bay." This "American Venice," which has been created by a firm calling itself the American Venice Corporation, has its "location" in Long Island, about an hour's

journey by rail from New York City. Will it be provided also, one wonders, with a San Marco, a Doge's Palace, and the requisite number of Titians and Pintoretto's to complete the resemblance?

REPULSE BAY HOTEL WHITSUNTIDE EVE EMPIRE CELEBRATION on SATURDAY, 22nd MAY, 1926.

DINNER \$4.00 per head
(Fancy or Evening Dress Optional)

SPECIAL BUS TO THE PEAK HOTEL 12.15 a.m.
LATE BUS TO THE HONGKONG HOTEL 12.30 a.m.

Tables for above may now be booked at the
Hongkong or Repulse Bay Hotels.

TELEPHONE:— C.2581 and C.776.

THE HONGKONG AND SHANGHAI HOTELS, LTD.

IF YOU WISH TO BUILD

A Garage, Bungalow, Bathing Shed or similar Structure at a reasonable price, and of cool, fire and weatherproof, durable material, use

ITALIT

Gold Medal
Asbestos Cement Corrugated & Flat Sheets.
Once fixed no repairs or upkeep expenses.
Stocks carried.

For particulars apply to Import Dept.,

SHEWAN, TOMES & Co.

Sole Agents,

St. George's Building,

Telephone C. 781.

TO EUROPE

Via SUEZ, AMERICA and CANADA

Full information given in regard to travel by the above routes, fares, sailings, dates, etc. Our interpreter meets all steamers at Marseilles where every facility is given to passengers travelling overland to points in Europe.

If you have already booked your passage, we can arrange your overland tickets to all important cities in Europe. Baggage insurance effected. Travellers' cheques and Letters of Credit issued. Heavy baggage collected and shipped.

Thos. Cook & Son, Ltd.

Pedder Building, (Opposite Hongkong Hotel)

ASAHI BEER

BREWED BY

DAI NIPPON BREWERY Co., Ltd.

TOKYO JAPAN

Specials Brewed for Export.

Sole Agents:—

Mitsui Bussan Kaisha, Ltd.
HONGKONG.

RECORD DROUGHT.

ONE INCH OF RAIN IN
THREE YEARS!

An unexpected drought has almost decimated the sheep stations and cattle runs in the northern part of South Australia—that is, the centre of Australia.

Nothing like it has been experienced by men who have spent 50 to 60 years in the interior. At Clifton Hills there has been only one inch of rain in three years. The hardships of the pastoral proprietors are aggravated by sandstorms.

Mr. W. H. Smith, who arrived recently in Adelaide from 300 miles northeast of the Marree, stated that "the country is nothing but a running drift, just like water. A man can't face it; the country is so dry that there is not the slightest bit of cover. Even the bush is dying."

BURIED UNDER SAND.

Mr. Smith described tracts of country buried two and three feet beneath sand where previously not a grain of sand was seen. Mr. Smith's firm at Clifton Hills had lost between 12,000 and 15,000 head of cattle; Sir Sidney Kidman had lost 15,000 at The Bluff.

Even camels could not stand the excessive drought. Camel teams that had come down from Cordillo Downs were too weak to make the return journey.

Mr. A. C. Macdonald, of the Broken Hill district, said he had sold out, after having been in the country off and on, since 1880. Cattle had to be loaded at Broken Hill without a drink, and the privations suffered by stock in transit were inconceivable.

In the back country the rainfall was getting less and less every year, and the country did not seem to be able to stand up against a drought as it used to. Drivers who had been on the road for 40 years said they found every trip harder.

WORST FOR 20 YEARS.

"When the temperature is over 120 degrees," added Mr. Macdonald, "it is a hard job driving a fat beast."

Sir Sidney Kidman, who returned to Adelaide from a round of inspection of his properties in New South Wales and Queensland, reported drought conditions in those States also.

Cattlemen on the Cooper said it was the worst season they had had for 20 years. Round Yantara and Salisbury there was not a blade of grass to be seen, and in many places the earth had been blown off the surface.

All reports agreed that there must be a great meat shortage in the coming (Australian) winter.

HEADMASTERS' "RUBBISH."

A WOMAN'S VIGOROUS RETORT.

"Women who have become headmistresses have always earned their promotion, and any young cub of an assistant-master who says he won't serve under her should clear out of the profession."

This was the outspoken reply to the sex war declaration of the Headmasters' Association at Hull, by Miss Florence Underwood, secretary of the Women's Freedom League.

MASTERS AND INFANTS.

Miss Underwood stated that the Schoolmasters' Association usually produces something of the kind, and added, "Of course, it is all rubbish."

In all walks of life, said Miss Underwood, people have to serve their chief whether it be a man or a woman, and when women have to pass through a college course in the same way as the men, it is ridiculous to suggest that if they rise to a good position men assistants should not be required to serve under them.

Miss Proud, general secretary of the National Union of Women Teachers, said:—

"There are thousands and thousands of women equally well qualified who have to serve under headmasters, and the question of sex should not enter into the matter at all."

"What the public wants, and what it will have eventually, is the best-qualified person."

"At the present time there are hundreds of schoolmasters in the country in charge of infant school departments. That is perfectly absurd, yet the men demand quite casually the headship of schools with infant departments, about which they know nothing."

CHANGING ENGLAND.

RISE OF INDUSTRIAL SOUTH.

Unlike our neighbours across the Channel, says a Home writer, we have never seen our way to establish a quinquennial census in this country, and must therefore wait another five years before learning definitely just what movements are taking place in our population. I am told, however, that the next census is likely to have some surprises in store for us which may compel a revision of the once popular view that England consisted of a rapidly expanding industrial north and a stagnant agricultural south; the pendulum appears to be swinging the other way, as there is evidence that a steady southward migration has set in, more particularly since the cessation of the demand for munitions and shipping brought trade depression to the Clyde and the northeast coast.

A comparison of passenger traffic statistics for last year compared with 1913 tends to confirm this opinion. The south and south Midlands are served by the Southern, the Great Western, and the various electric railways, all operating in the London area, all of which record increases over 1913 totalling 92,000,000 passengers, while the L.M.S. and the L.N.-E.R., which mainly depend on the north and north Midlands, both show decreases amounting in the aggregate to 43,500. Even this does not tell the whole story, as it is in the southern sections of both the L.M.S. and the L.N.-E.R. that the traffic returns are best.

One wonders whether the future will reverse the late position and bring again a prosperous south, standing for progress, and a poverty-stricken north, leading the forces of reaction as in the

THE RULING POWER.

WHY RACING MEN
SUPPORT TATTERSALL'S.

Mr. James Sutters, the commission agent, has said that authority of Tattersall's was of the greatest importance to racing men.

"I do not believe in legal action to recover bets," he said, "because then the law courts would be filled with petty disputes, which would bring betting into disrepute. It is well, therefore, that the public, and racing people in particular, should support Tattersall's whole-heartedly."

"From the straight book-maker's point of view," he added, "it is most essential that we should have a ruling power."

"Anybody can go to Tattersall's for a decision on the payment of a fee of guinea. Without that committee we should be in a very serious position, because there would be no hold at all. It is therefore essential, to my mind, that the racing community should accept that body as the controlling power."

"Even among the best men disputes will occur, each individual taking the Rules of Racing and attaching his own meaning to them. Here at the Victoria Club it is a recognized thing that we settle disputes between our members, and we have no need for an outside authority."

days before the industrial revolution. Since the war there has undoubtedly been a tendency for the miscellaneous trades of the south and Midlands to prosper, while the great staple industries of the north have languished.

CHEAPER LAW.

IMPROVEMENTS FOR THE POOR.

London, April 5.—The Poor Persons' Department at the High Court, which has dealt hitherto with applications to sue or defend as a poor person, will be abolished to-morrow, when its duties will be taken over by the solicitors' branch of the legal profession acting through the Law Society and the provincial Law Societies.

Committees of solicitors in the provinces will, in future, deal with applications from poor persons in their areas. Certificates will be issued by the Law Society or a provincial Law Society, after inquiry by a committee.

Two members of the committee must sign a certificate guaranteeing that the person does not possess more than £60, or, in certain cases, £100, and is not in receipt of more than £2 a week, or, in certain cases, £4 a week.

It will now be possible to begin matrimonial proceedings at 23 district High Court registries. These are Birkenhead, Birmingham, Blackburn, Brighton, Bristol, Cardiff, Carlisle, Derby, Durham, Exeter, Ipswich, Leeds, Leicester, Liverpool, Manchester, Newcastle, Norwich, Nottingham, Portsmouth, Sheffield, Southampton, Swanssea, and York.

Divorce suits following on the first proceedings will be triable at nineteen assize towns, instead of eleven, as at present. The assize towns affected are Birmingham, Bristol, Cardiff, Swansea, Carlisle, Chester, Derby, Durham, Exeter, Leeds, Leicester, Lewes, Liverpool, Manchester, Newcastle, Norwich, Nottingham, Winchester, and York.

REPLIES TO HISSES.

AUTHOR SHOUTS AT AUDIENCE

Paris, Apr. 4.—"Imbeciles! Ignoramus! Fools! These were the words hurled at his audience by the futurist leader, Signor R. T. Marinetti, during the performance in Rome of his newest, most startling play, "Volcano," which caused an upheaval almost equal to the implications of its title.

The restive audience indulged in hissing, giggling, and shouting, states a message from Rome to the New York Herald, (Paris edition).

Signor Marinetti appeared before the curtain after the disturbance and flayed the spectators in terms quite unparliamentary, telling them plainly that they knew nothing and had seen nothing.

They ought to travel and learn, he said, before passing judgment on his works or on those of any one else.

What carried Signor Marinetti's patience past the bursting point was the audience's roar of laughter when one of the characters spoke of "blue archways." As if, howled Marinetti, indignantly, "every fool didn't know that archways in shade from the glare of the Sun are blue, deep blue, provocatively blue!"

A County Tyrone farmer, Patrick Slane, received word that he had been left a fortune by his late brother in America. He set off to Omagh to see his legal representatives, but when he reached the town he dropped dead.

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Six thousand
miles—and
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If you came by one of our great factories each morning for your daily supply of newly-made Chesterfields, you would scarcely find them fresher than those you buy here.

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..... I am
dynamite!

SAID a world-famous philosopher: "I am not a man, I am dynamite." This is akin to the feeling experienced by the climate-ridden dwellers of tropical countries who come to Harrogate to recuperate. Harrogate's tonic-laden moorland air refreshes and restores, strengthens and invigorates, braces and fortifies—gives you power to withstand the climate on your return. Then the town! Full of life and brightness, with every entertainment and sport you can think of, it is a tonic in itself. Then, too, there are the famous natural mineral waters—87 in number—and numerous medical treatments for tropical ailments. Everything, in short, to send you back—not just a man, but "dynamite."

Pullman & East Restaurant Car Trains daily from King's Cross Station, London

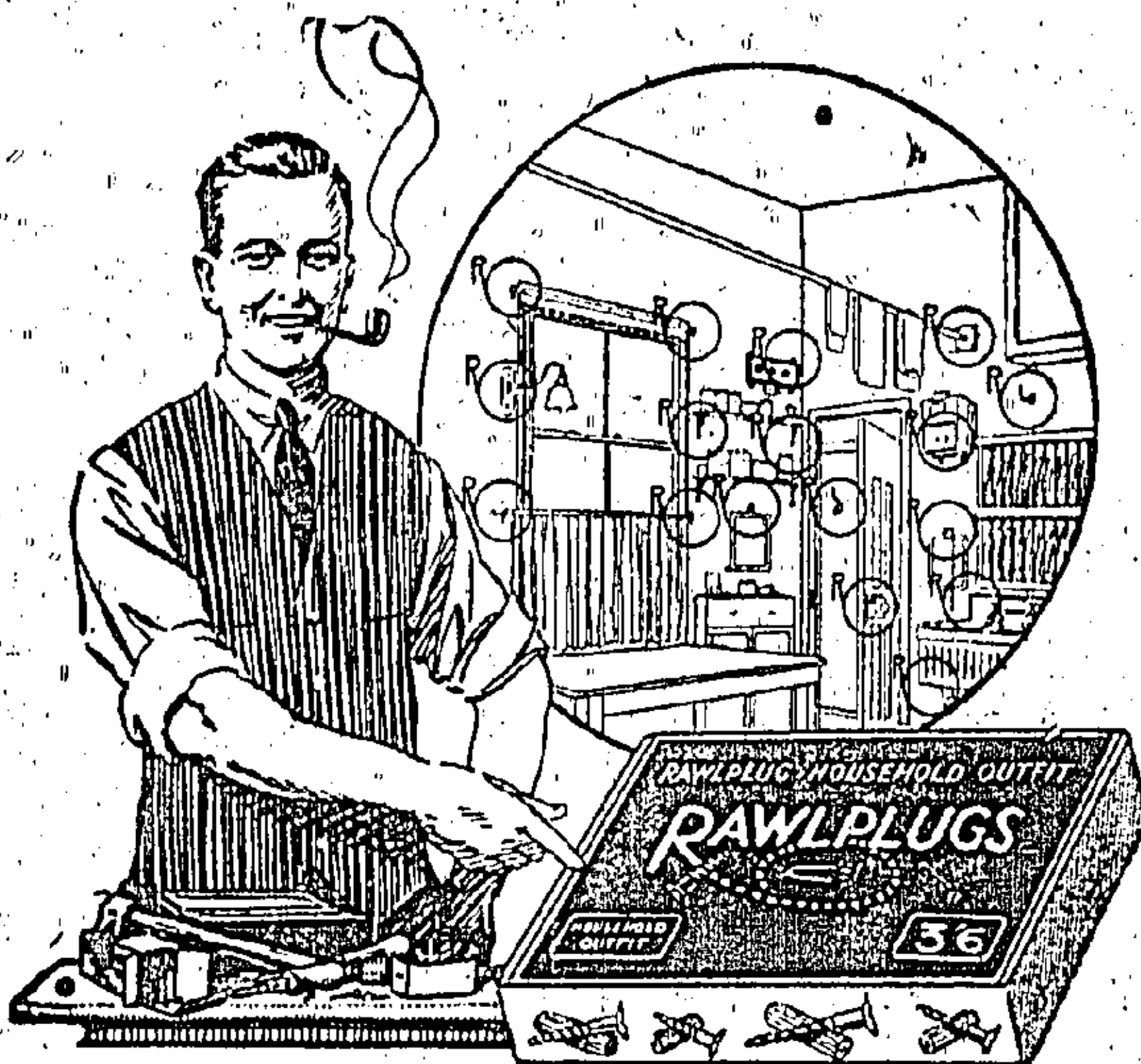
A BOOKLET giving full particulars about Harrogate will be sent free on application to Messrs. THOS. COOK & SON'S Office, or to P. J. C. BROOME, General Manager, 14 The Royal Baths, Harrogate.

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- (4) There is a Rawlplug for every screw.

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(Battery Path.)

Official Photographers to the "H. K. Telegraph"

HOLIDAY MARRED.

BOAT TRAIN MISSES STEAMER.

When the Easter Monday boat train from Brussels reached Ostend many English passengers were dismayed to see the last Channel boat leaving the quay-side. Many of the excursionists had tickets, but no money; they were ordered off the quay, and no effort was made by the Belgian authorities, who control trains and boats, to help them.

Some spent the night on the beach: for the old and weak a collection was made, by sympathetic fellow passengers, and they were able to sleep in hotels. All returned a day later, with much of the pleasure gone from their Easter trip to Belgium.

The holiday involuntarily extended by a day, and marred by the unpleasantness of its closing hours, the victims of the Ostend fiasco eventually reached Victoria.

One of them told a Press representative that the train from Brussels reached Ostend on Monday evening just in time for the passengers to see the Cross-Channel steamer leave the quay.

They were told there was no boat that could carry them to England, they must leave the quay.

Some of them paid for telegrams to Waterloo and Victoria inquiring what could be done for them, but this availed them nothing.

NO HELP.

Among the stranded people were those who had excursion tickets but no money left, and some solved the problem of accommodation by sleeping on the Ostend beach.

Others without funds could not, on account of age or their physical condition, get out of their difficulty so easily.

Sympathising fellow-passengers came to their aid with a collection and raised sufficient money to pay their hotel bills.

"No arrangements were made for the stranded holiday-makers by the authorities," said a victim; on the contrary, the Belgian authorities showed scant courtesy.

S.R. NOT TO BLAME.

An official of the Southern Railway said last night:—"The boat service between Dover and Ostend is owned and maintained by the Belgian State Railways; the Southern Railway is only concerned in running trains in connection with the boats. Otherwise we have no interest or control over them."

HEART BEATS.

BEDSIDE DIAGNOSIS MADE BY WIRELESS.

London, April 5.—Heart-sounds can now be magnified locally by a doctor, recorded on the gramophone, and despatched by post to a heart specialist in a distant city for diagnosis.

Dr. Richard C. Cabot, diagnostician of Harvard University, is responsible for the new invention which has made this possible. He has devised and perfected an extremely delicate electrical stethoscope called the stathophone, which amplifies and differentiates the sounds of the heart or lungs, records them on the gramophone with, if need be, comments and observations, or sends them over the wireless to groups of doctors or medical students.

Dr. Cabot, with others, is now engaged in compiling a set of references of various heart and chest sounds with the aid of such records.

"PRIVILEGE!"

TORY M.P.'S COMPLAIN OF A NEWSPAPER.

The cry of "Privilege!" was raised in the House of Commons on a recent afternoon.

It is a cry that from ancient times has always found the House jealous for the privileges and the honour of its members; and it kept the Chamber crowded and excited till the complaint was, for the time, disposed of.

Colonel Gretton called attention to articles in two London papers, which printed a list of the names of 28 Conservative members who are opposed to the Government's Electricity Bill, and which also, (so he said), suggested that they were influenced by corrupt motives.

This, he declared, was not only a breach of the privileges of the House, but an attempt to intimidate the members named.

Colonel Gretton and three others in the list—Mr. Basil Peto, Sir William Lane-Mitchell and Major Boyd-Carpenter—assured the House that they had no interest in electrical undertakings.

The Speaker had not been given time to consider the articles fully, but he had formed the opinion that there was a prima facie case for the complaint against them, and suggested they should be referred to the Committee on Privileges.

Colonel Gretton accordingly moved that, and it was seconded by Mr. Basil Peto.

Mr. Baldwin, who had neither seen nor heard of the articles till the debate began, thought the House was moving too fast.

Mr. Lloyd George assumed that the time for debate would be when the Committee on Privileges reported. But when Mr. Thurtle asked the Prime Minister whether time would be given, Mr. Baldwin remained silent.

One angry scene—afterwards explained away—disfigured the short discussion.

The motion to refer the matter to the Committee on Privileges was then agreed to without a dissentient voice.

"This means that hereafter a doctor may have at his elbow a veritable library or, rather symphony of" characteristic heart sounds, and by merely turning on the gramophone record, will be able to obtain an excellent, up-to-date check on his analysis of a patient's heart condition without depending solely on his professional experience or the memory of his hospital training.

CHEST SOUNDS.

Doctors, again, have hitherto been confronted with the problem of differentiating clearly each one of the mass of chest sounds.

The ordinary stethoscope offered no way of separating precisely, let alone recording, any of the chorus of beats, breaths, murmurs, and so on, in the patient's chest, except, of course, in the mind of the doctor. It was, moreover, impossible for a number of doctors to listen simultaneously.

It is claimed that the electrical stethoscope, on the other hand, not only picks up the sounds in the patient's chest, but separates them into units or groups for analysis. The faintest may be magnified, and the loudest reduced, or altogether eliminated.

The device, when the sounds have been properly recorded and regulated, can then pass them undistorted over the wireless to the examining physician's diagnosis, to the ears of as many as 500 observers.

It is thus possible for a heart patient, attended by only one physician, to remain in bed, while hundreds of students, invisible and inaudible, "examine" him at their leisure.

Lord Rosebery is said once to have expatiated on the charms of the office of a Lord in "Waiting," to which Lord Airie has just been appointed, but there are moments of strain even in this usually not very exacting office. King William IV's "Lord" suffered severely on occasion when the Royal temper was ruffled. On one such occasion one of the Lords had to present someone, and mentioned that he was a "Deputy Governor." "Deputy Governor of what?" snapped the King. "I cannot tell your Majesty," stammered the unfortunate Lord. "It is not on the card," "Hold your tongue, sir," said the King; "you had better go home and learn to read." The victim—it was a Lord Torrington—did go home, and sent in his resignation. However, the King cooled down.

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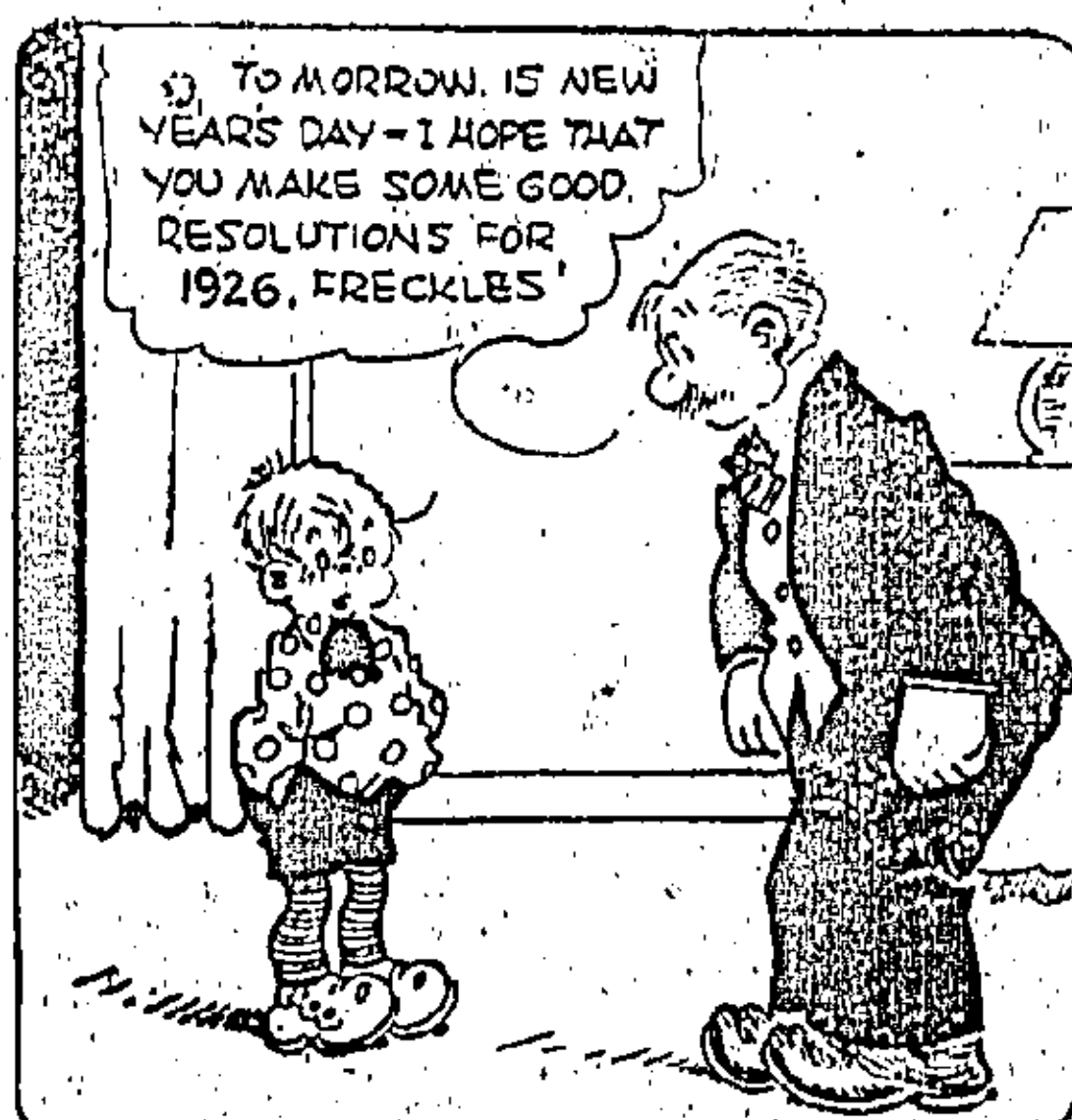
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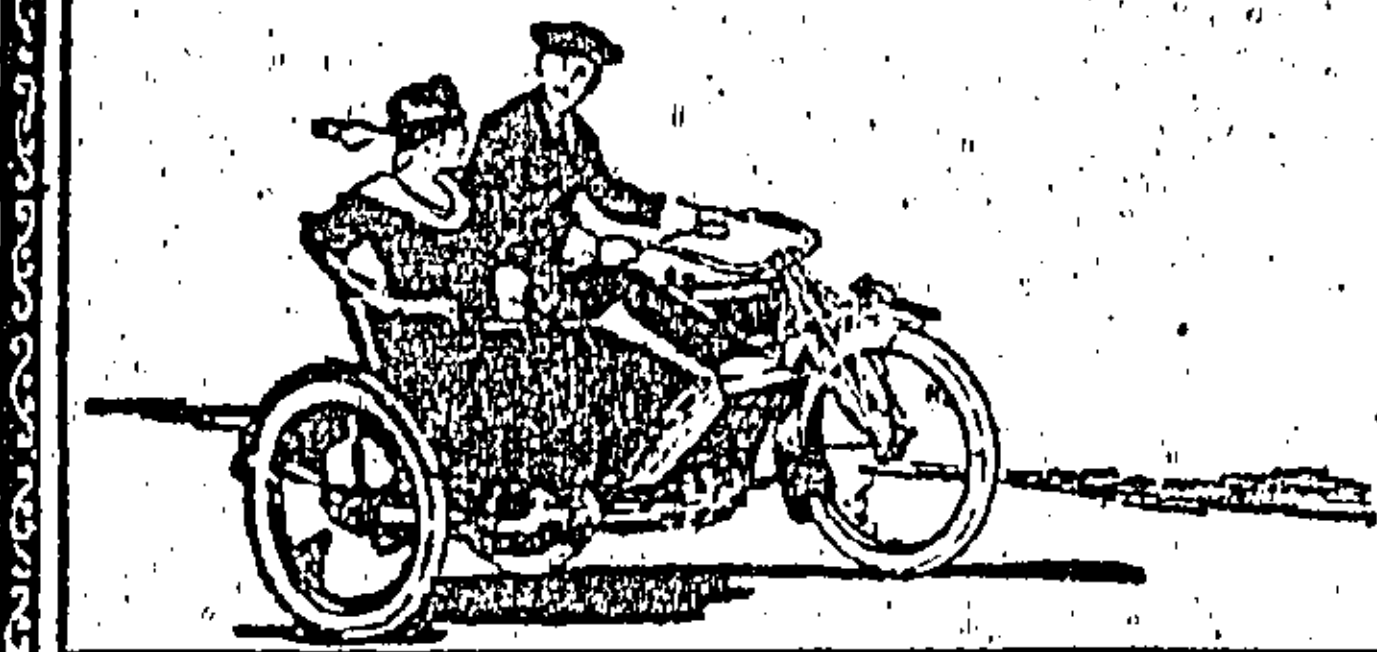
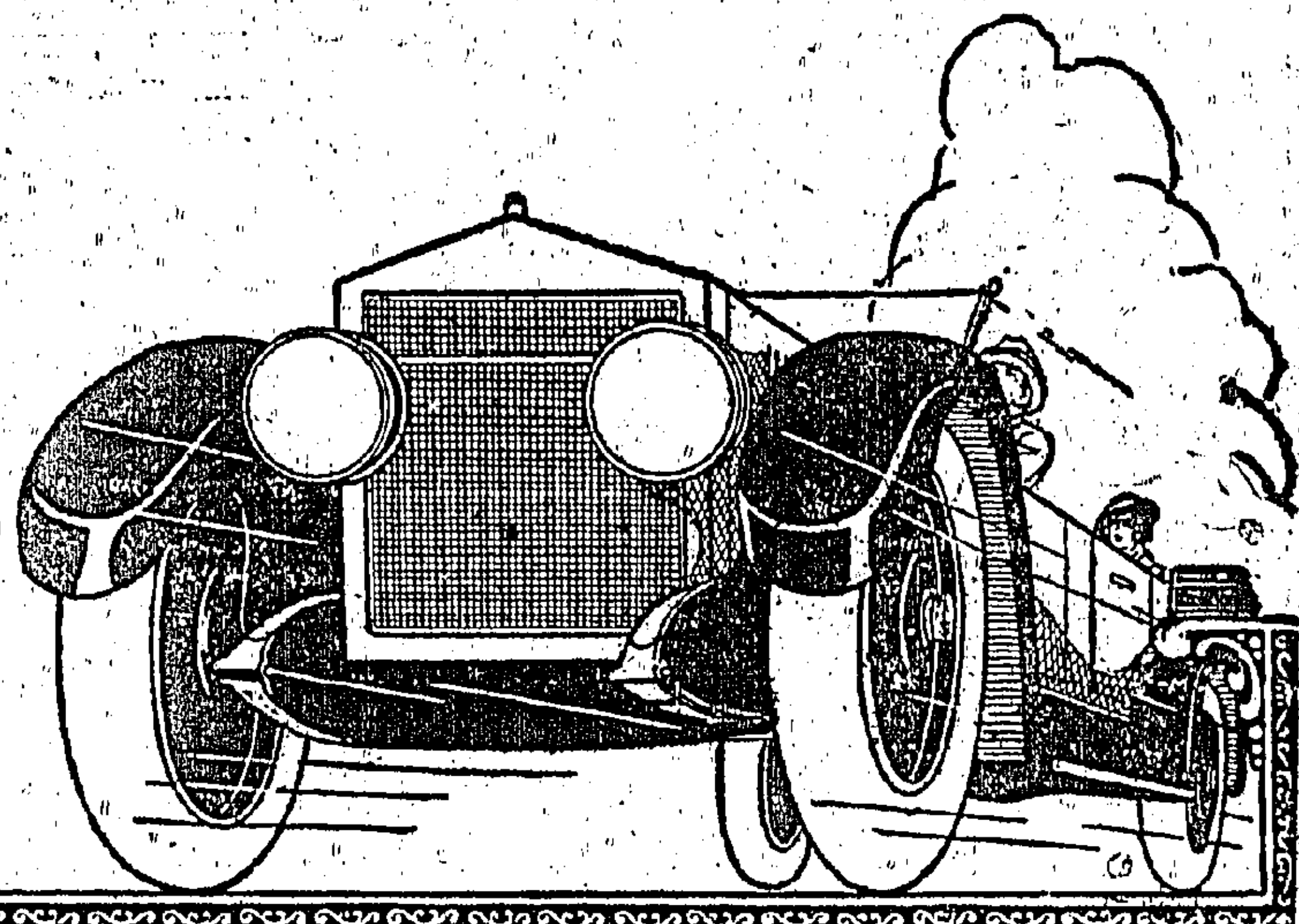
532 | the world.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 15th. May, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

A Death Trap.

Attention has frequently been drawn in these columns to the great risk which pedestrians run when emerging from the Cathedral Compound Path on to the Garden Road. From that point to the Tram Station the thoroughfare is widely used by motorists and pedestrians alike, and many is the narrow shave witnessed of what might easily prove to be a very serious, if not fatal, accident. Instructions should be given to pedestrians walking up to the tram station immediately to cross over to the left-hand side of the road when leaving the Cathedral path, and the importance of this thoroughfare warrants a constable being stationed at the point to regulate the pedestrian traffic across the road. On Wednesday evening, after the Scout Rally, it was by the merest good fortune that a tragic accident had not to be recorded. Several Boy Scouts ran out on to the road just as a large car was coming down the hill, and, but for the presence of mind of one of the boys in instantly turning to the left, which action was followed by the others, nothing could have prevented the car colliding with probably two or three of them.

Widening Necessary.

If some twelve feet or so of the Cathedral ground could be cut away where the path joins the road, thus allowing the path to turn to the right on to Garden Road, it would be possible to so arrange it that pedestrians could see whether the road was sufficiently free of traffic to allow safe crossing. This would eliminate the surging across the track of cars coming down the hill, which, incidentally, is disconcerting to drivers, and risky for pedestrians. In any case, signals should be erected on the road, warning drivers to proceed slowly when passing the blind opening, and this arrangement might well be further emphasised by the stationing of a constable for direction duty.

Magazine Gap Corner.

Another place where road widening is badly needed is the corner by the Commissioner of Customs house at Magazine Gap. White lines have certainly proved their value, but the dangerous nature of the blind corner can only really be remedied by cutting away part of the land on which a tennis court is situated. Such an improvement would not interfere with the ground actually required for tennis.

Comparisons.

The following extracts from official records speak for themselves:

Licensed motor vehicles in Hongkong in 1915—
Livery Cars . . . 37
Private Cars . . . 24
Cycles . . . 35

In 1916—
Livery Cars . . . 49
Private Cars . . . 47
Cycles . . . 99

From June 1st, 1925 to date the following licences have been taken out.

Public Vehicles . . . 365
Private Cars . . . 926
Commercial . . . 261
Cycles . . . 534

Roads Upkeep.

Although there was justification for the Government exercising the strictest economy in view of the decreased receipts of the Colony's exchequer, there is a grave danger that this procedure of not spending very much money now will prove to be an exceedingly costly business in the long run. Especially is this so in connection with roads' upkeep—an activity on which the Government seem to have closed down almost entirely. There are numerous spots in the Colony, on both sides of the harbour, where urgent attention to the road is needed and where, if it were given reasonably soon the cost would not be unduly big. The longer the uneven and broken surfaces are left, however, the greater will be the expenditure necessary when the work is eventually put in hand. The cost of one or two small repairing gangs along the main roads, whose task it is to find signs of wear and to patch up the bad spots, must be infinitely less than will be the inevitable total resurfacing of long stretches. But these small repairing gangs have almost disappeared, and we think the Government is making a very costly saving.

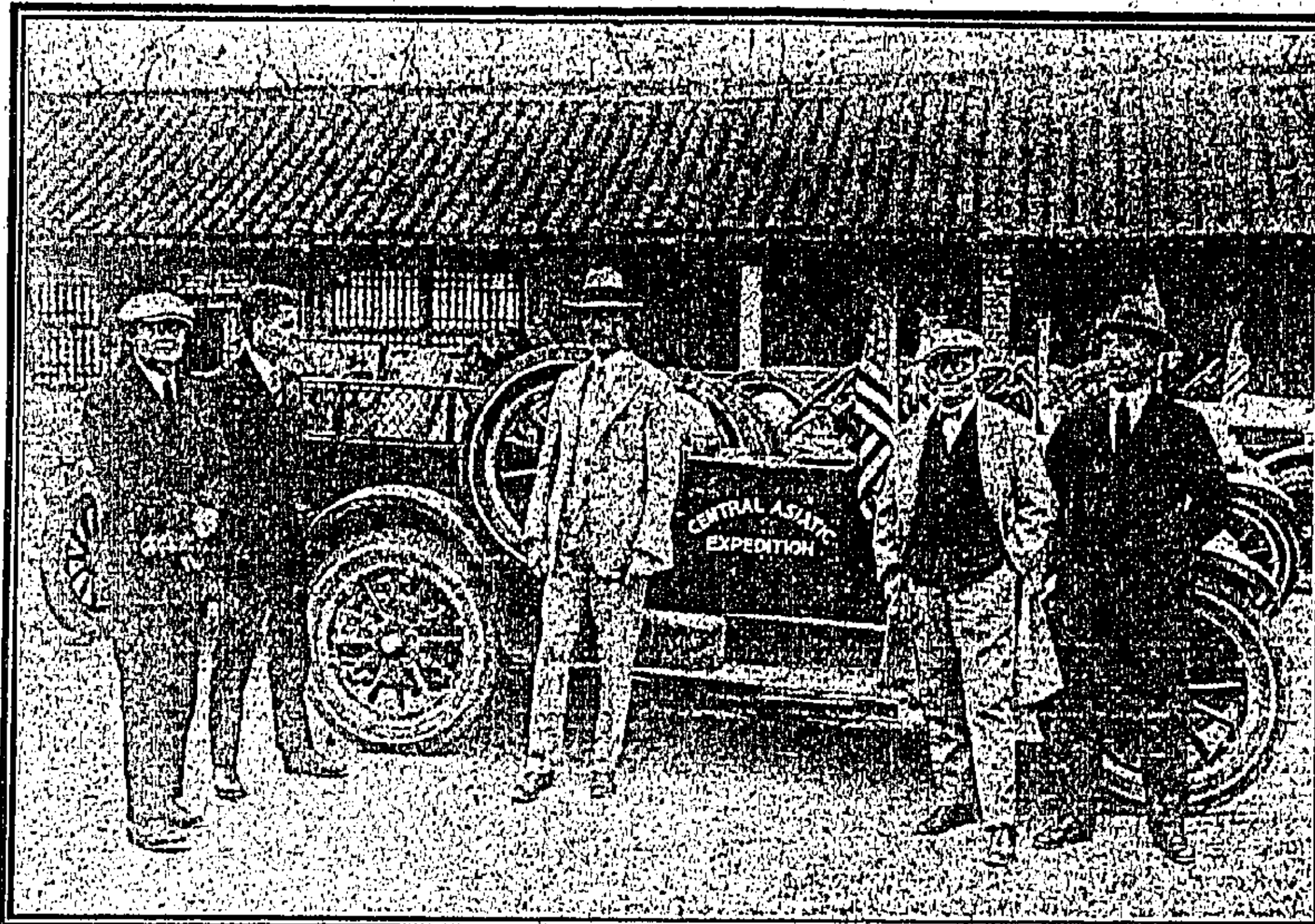
From Bad to Worse.

Whilst on the subject of roads, it ought to be said quite plainly that there is no possible excuse for the shockingly bad state of the road from Causeway Bay to Shaokwan. This stretch has been going from bad to worse within recent months and to-day it is little short of a positive nightmare. Admittedly, there is much development work going on in surrounding areas and what with trolley tracks across the road and heavy trucks using it, the road hasn't had much of a chance. But there is no excuse for such wholesale neglect of this stretch by the Roads Department and something could easily be done to make the journey over it less of a burden, both to cars and their occupants. At Talkoo itself, the situation is little short of a maze. And then there is the famous Shekoi Road. For about the first mile after it breaks off the round-the-island road, it is not so bad, but from that point onwards it is enough to break the axes of any car and the heart of any driver. Perhaps, seeing that the road leads but to a little settlement, an exclusive Club, some popular bathing beaches and a village, the Government feels that it is in the nature of luxury spending to undertake the reconditioning of the road just now, but to our mind the Government ought to have a little pride and consistency. It spends many thousands of dollars in making the road and then allows it to become a disgrace.

SAVE PARKING SPACE.

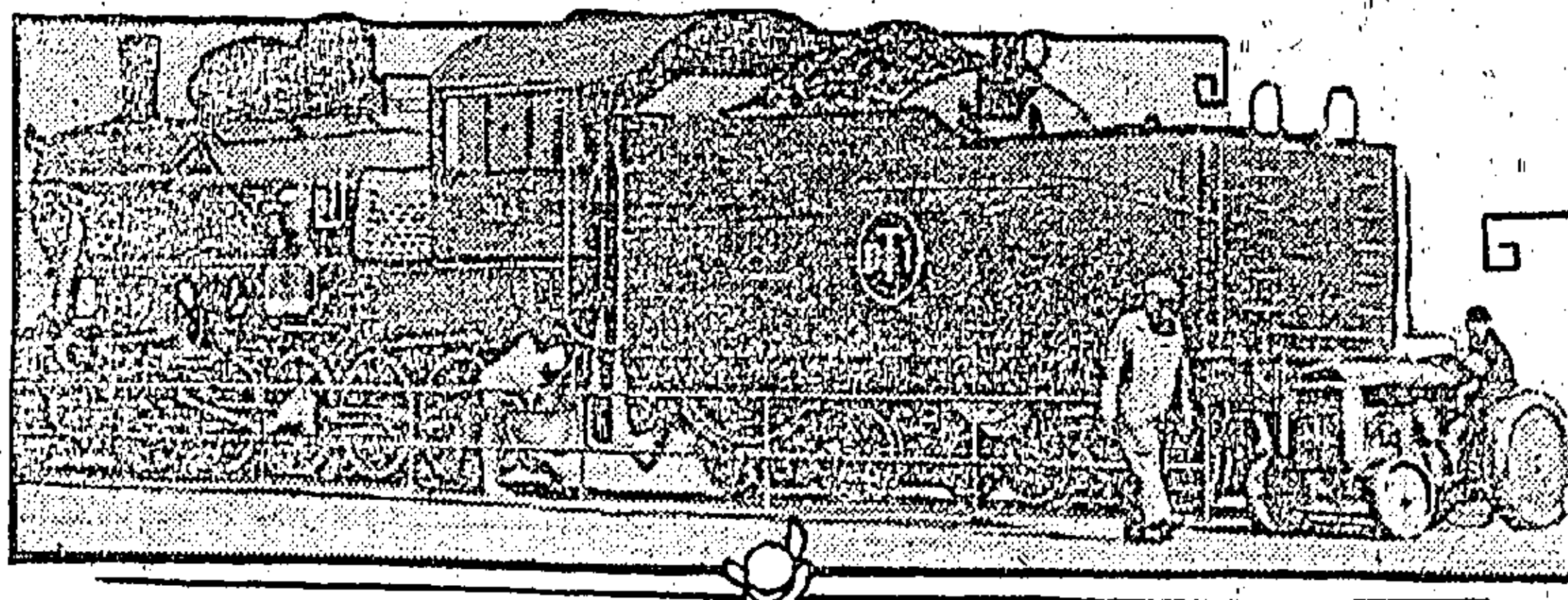
In larger cities where parking space is at a premium, auto drivers should park their cars close to the curb or to other cars so to conserve space. Motorists who are not acquainted with traffic rules often park their cars at a greater distance from a fire plug or street intersection than is necessary.

ROY CHAPMAN ANDREWS STARTS ON NEW EXPEDITION.



Wars are mere trifles to Mr. Roy Chapman Andrews, leader of the Central Asiatic Expedition, which is starting on its fourth annual exploration on May 1. Mr. Andrews is here seen at the Peking headquarters of his cavalcade, standing in the centre between other members of his party, including Mr. J. B. Shackelford, cinematographer; Mr. W. P. T. Hill, topographer; Mr. Radcliffe H. Backwith, geologist; and Mr. George Olsen, assistant in palaeontology.

TRACTORS USED FOR TURNING LOCOMOTIVES.



Last week-end Hongkong was given a demonstration of the adaptability of the modern tractor, when a motor car which came to grief was safely hauled up a steep embankment. The above picture shows a tractor employed in swinging an engine turntable on an American Railway.

BALLOON TYRES.

EFFECT ON ROAD SURFACE.

Balloon tyres are going to straighten out the waves or corrugations motorists meet along the highways.

That, however, will last until the new type of tyres begin to predominate and then we'll get the corrugated highways again!

It's all the result of the natural vibration periods of high pressure and low pressure tyres, according to Lieut. Robert J. Walker of the U. S. navy, who has made a study of this phenomenon.

Lieut. Walker has discovered that the bouncing effect we encounter on the highways, no matter how perfectly level we believe the road to be, is due to the natural vibration period of the tyres. At a certain critical speed the vibration of the tyres causes the 'little waves' or corrugations discernable on the roads.

The vibration period of a high pressure tyre is about eight hundredths of a second, which is slightly more than what is calculated for the vibrations of a car going 25 miles an hour over

WASHINGTON FIRST.

In proportion to the population and to the number of automobiles registered, the District of Columbia led America in 1925 in arrests and convictions on the charge of driving an automobile while under the influence of liquor.

the waves that measure 31 inches from crest to crest.

The vibration period of balloon tyres, however, has been found to be slightly longer, and the waves created by the natural vibration of these tyres have been found to be almost 45 inches from crest to crest.

With the approaching use of balloons, therefore, it is calculated the wavy roads as created by the older tyres will be ironed out, one form neutralizing the other. And so, until the number of balloon tyres in use equals that of the high pressure tyres, we'll be riding along smoothly.

But when the balloons begin to take the majority, we'll again be bouncing along, says Walker, this time, however, on waves 45 inches long, instead of 31.

BIG TRAFFIC INCREASE.

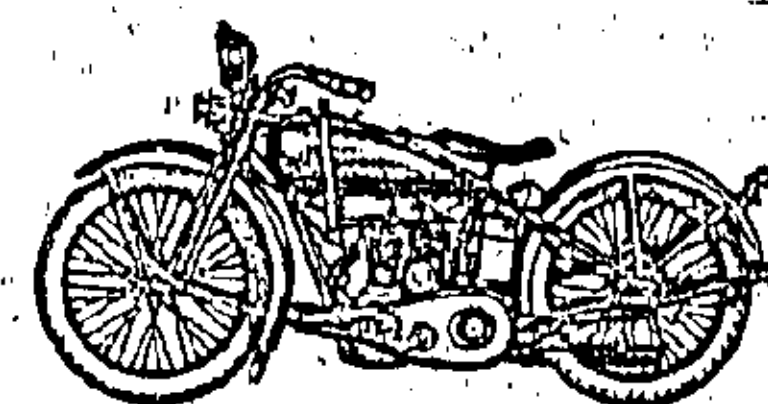
Traffic on California's state highways has increased 93 per cent. during the past four years, according to a traffic study made there. The heaviest traffic anywhere on a state highway system during the period of the 1925 count was at Santa Monica on the coast road.

TOURING COSTS.

With the touring season beginning to get under way, accommodations are being made to take care of tourists in America. It is estimated that last year motorists spent a grand total of approximately \$1,025,000,000 for equipment and maintenance.

INDIANS USE AUTOS.

The increased number of motor cars in use on Indian reservations of the United States has necessitated the expenditure of \$510,625 in the construction of highways in nine western states, according to the Department of Interior.



70-80 SWIFT MILES PER GALLON.

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We received two models of the famous

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OVERHEAD MOTORS

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

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Mobiloil

Make the chart your guide

If you use a clock to wake you each morning, the most important thing to look for is reliability. Reliability is more important than low price, for a careless clock can lose you several times its cost.

The same idea applies to motor car engine lubricants. A cheap lubricant—cheaper in price to buy than the Correct Grade of Gargoyles Mobiloil—is unreliable because it cannot possess the degree of lubricating value so necessary for the reliable operation of your motor car engine.

The price of Gargoyles Mobiloil is as low as Vacuum reliability can produce, even with the advantages of a big output. To make Gargoyles Mobiloil a few cents cheaper, per gallon would be to make it less trustworthy, and a motor car engine lubricant is either reliable or it isn't. The saving in price would prove expensive to motorists, because cheap oil increases friction and consequently wears out expensive metal. Cheap oil cuts down the horse power and runs up benzine consumption. Cheap oil causes breakdowns and unnecessary repair bills.

Get all there is out of your motor car engine. Enjoy smooth operation at the minimum of cost. Use the Correct Grade of Gargoyles Mobiloil as recommended in our Correct Lubrication Chart.

Drain the crankcase while the engine is hot. Fill to proper level with the correct grade of Gargoyles Mobiloil and judge for yourself whether quality or price per gallon is better.

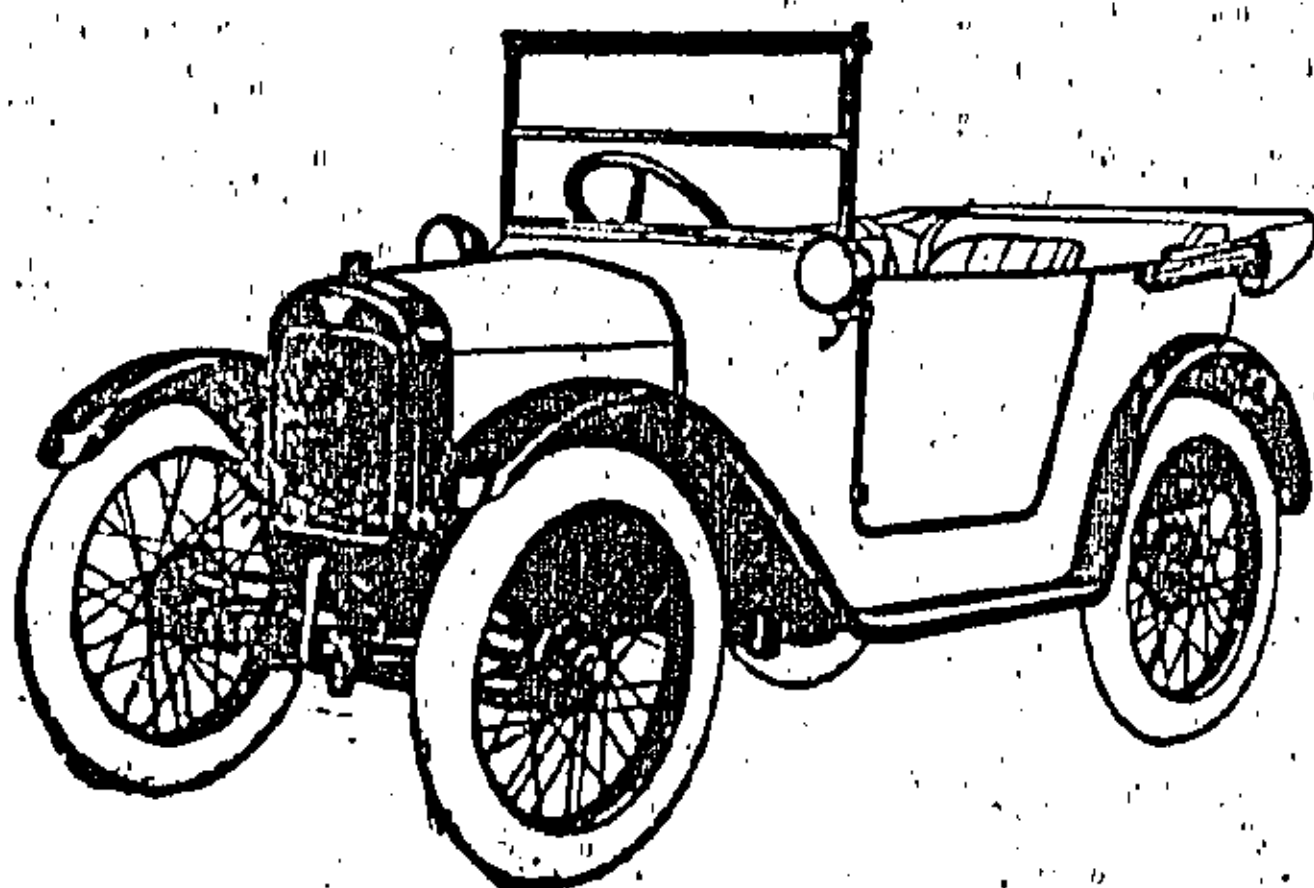
VACUUM OIL CO.

FEDERAL-AID ROADS.

The U. S. Secretary of Agriculture, Mr. Jardine, announces the apportionment of \$78,125,000 to the various states for use in the construction of federal-aid roads. That apportionment was authorized by the Postoffice Appropriation Act of February 12, 1925, and is for the fiscal year beginning July 1, 1926.

SAVES TOBACCO.

A testimonial to the economy of the automobile has been given by Mr. Tom Handson, who lives 30 miles from Marshall, Tex. "Ten years ago it would have required two days and a pound of chewing tobacco to make the trip to Marshall," says Mr. Handson. "But to-day I can make it in two hours and one chew."



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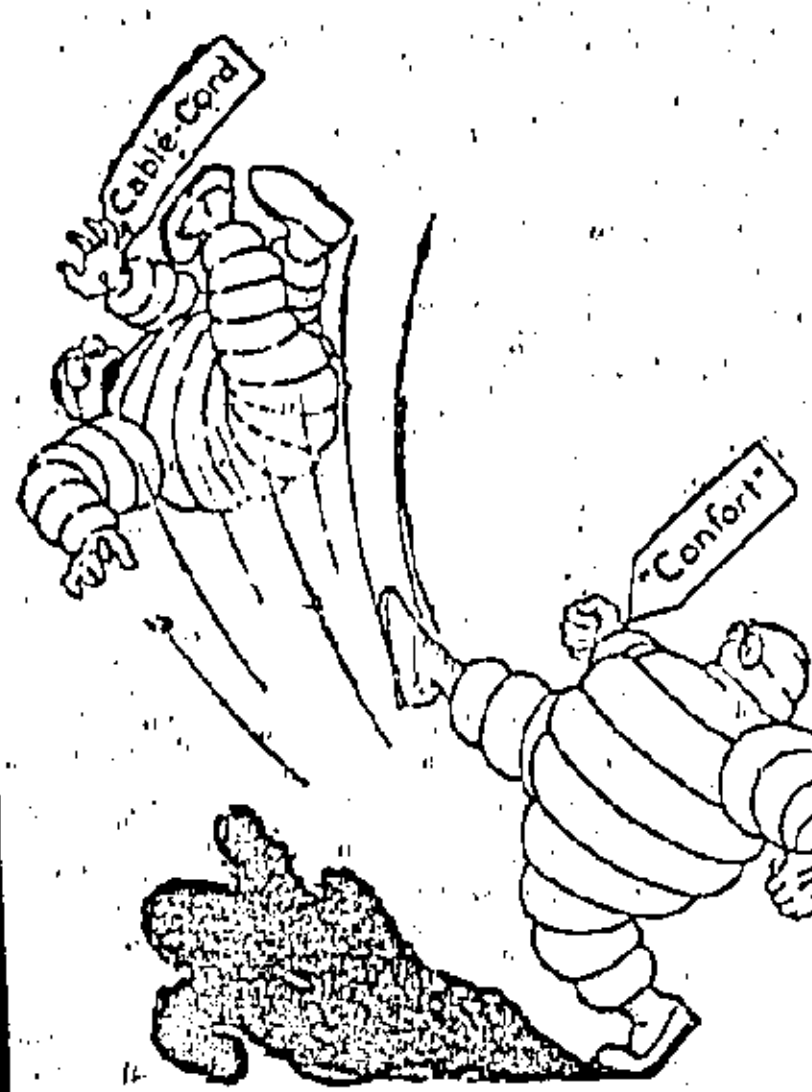
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(By Special Permission of "The Morris Owner.")

Friendliness and serenity are epidemic. So are spleen and dislike. Those who are wise in the great brotherhood of road users, remember this. They feel that their attitude to others upon the highway should be one of comradeship; and that any tendency to angry, over-bearing conduct should be discouraged, lest the great happy world out-of-doors should be tainted with this canker.

But there are others. Some are using cars too expensive for their purses. They are continually apprehensive that some damage might befall their costly toys and involve heavy repair charges. In such a case they want to be ready to blame the other fellow. Happily they are a minority. But I should like to give them the "giftie" to see themselves as others see them—confident that if they had this, they would soon join the majority, who feel that generosity is more appropriate to the world under the open sky.

One wet day, three people were squeezed tightly in a little coupe. They proceeded along the main-road and intended to take a by-road to the right, a little further on. For this reason the driver ascertained that the road was clear behind and in front. He then bore to the right. It must be admitted that he gave no signal. The coupe was designed without facilities for doing this, except with great inconvenience to the driver. Under present circumstances, it would have been still more difficult. Besides, the road was clear.

At the last moment, a huge car dashed up from behind. The driver attempted to pass on the right of the coupe, which continued to turn to the right, and caused him to mount a bank on the roadside. Mudguards scraped. Both cars stopped. Drivers dismounted. A huge, red-faced in-

dividual stepped out of the huge car and examined his treasure. Then he turned upon the inoffensive driver of the smaller car.

"Don't you know you ought to put out your hand when you turn a corner? Lucky for you, only a bit of paint has been scratched off my car. Otherwise, I'd have warmed your kettle for you, young man."

There you have him. He does 40 miles an hour and is furiously angry because he can't keep it up to 50. He has paid a big price for his car and thinks he has bought the road system of the British Isles. Moreover, he seems convinced that the law will apply to him. He is a law-abiding, obedient, and self-important, he is—in short, unfriendly.

How much better it is to meet, in the case of an unavoidable mishap, the man who can realise that other folks have troubles too. He sympathises, makes you see the funny side of the incident. Above all, he oozes the belief that one motorist is the brother of all other motorists, every time.

Motorists are never right. They are usually committing several crimes against decency. They are disturbing the peace of nature. They move at tremendous speeds, incompatible with the ordinary movements of men and animals. They wear out the roads, and are a constant source of danger to such creatures as wandering hens. But they have one, and a quite sufficient excuse. They are enjoying life.

They should never forget, however, that their case is one with the case of all motorists. These circumstances make them brothers, from the driver of the brand-new 60 h.p. to the one who is striving to get a spark out of a 1914 collection designed to produce, with luck, about 6 h.p. when it was new. Their crime is one. Their joy is one. They are bound by the same limits of the law. Their interests are the same. He who is not influenced by these ties must be either blind to them, or else a snob of the worst order. Presumably, he cannot see. If he will only rub his eyes, he will feel a lot better for it. H.B.

NEW BRITISH MOTOR INDUSTRY.

ROADLESS TRACTION VEHICLES.

Sir John Eaglesome, speaking at the Institute of Transport recently said an important new field had been opened to British motor manufacturers in the production of roadless traction vehicles, firstly caterpillars, secondly semi-caterpillars—namely caterpillar drive and pair steering wheels, and thirdly double-wheeled lorries, all of them designed for opening up virgin and out back areas, beyond roads and railways.

The Austin, Daimler, Morris, Burford, Sentinel and Vulcan companies Traction, Limited, were producing or repairing roadless models of standardised lorries which at a cheap cost would be interchangeable for caterpillars or wheels.

They were also supplying trailers to the Empire Cotton Growing Corporation, which intends to apply caterpillars to cotton transport in Nigeria.

They have already sent or are sending roadless vehicles to many countries, including Australia, the Argentine, India, Malaya and Tonkin.

*** Sir John Eaglesome, K.C.M.G. is well known for his engineering work in India. He was also Director of Public Works in Northern Nigeria and later Director of Railways and Works, Nigeria. He is now the Managing Director of Aire and Calder Navigation and is recognized as an expert on Colonial economic development.

RECORDS ECLIPSED.

EASTER HOLIDAY MOTOR TRAFFIC.

The figures obtained by the Automobile Association from the A.A. road patrols on duty throughout Great Britain during the four days of the Easter Holidays (from Good Friday to Easter Monday inclusive), confirm the assumption that the number of cars and motor cycles used for Bank Holiday journeys easily eclipsed all previous records.

Nearly 133,000 A.A. members obtained road information from the A.A. patrols, 2,379 members—brought to a standstill for lack of petrol; oil, or other minor requirements—were assisted out of their difficulties. 5,051 cases of breakdowns, necessitating mechanical assistance by the patrols, were reported, and 116 persons received first-aid from the A.A. wallets carried by the patrols. It is gratifying to note that notwithstanding the considerably larger number of vehicles on the road in comparison with last August Bank Holiday, the number of accident cases dealt with was 310, 58 less than occurred in August last.

The A.A. Night Road Service Outfits, which patrols the roads from dusk to midnight, assisted in connection with 12 accidents, 187 mechanical breakdowns, obtained running supplies for 69 vehicles, and gave road directions to 1,460 members.

From past experience the Automobile Association has found that the surest forecast of the coming season's motoring can always be obtained by studying the figures relating to the tours issued by the A.A. Touring Department for the two weeks preceding Easter. The detailed itineraries for holiday trips, supplied between 22nd March and 3rd April, represented a 50% increase over last year's record. These routes accounted for a total mileage of 5½ million miles, which indicates that, in comparison with previous years, motorists are covering longer distances in connection with their Bank Holiday journeys.



The Spirit of the Age

POWERS OF NATURE

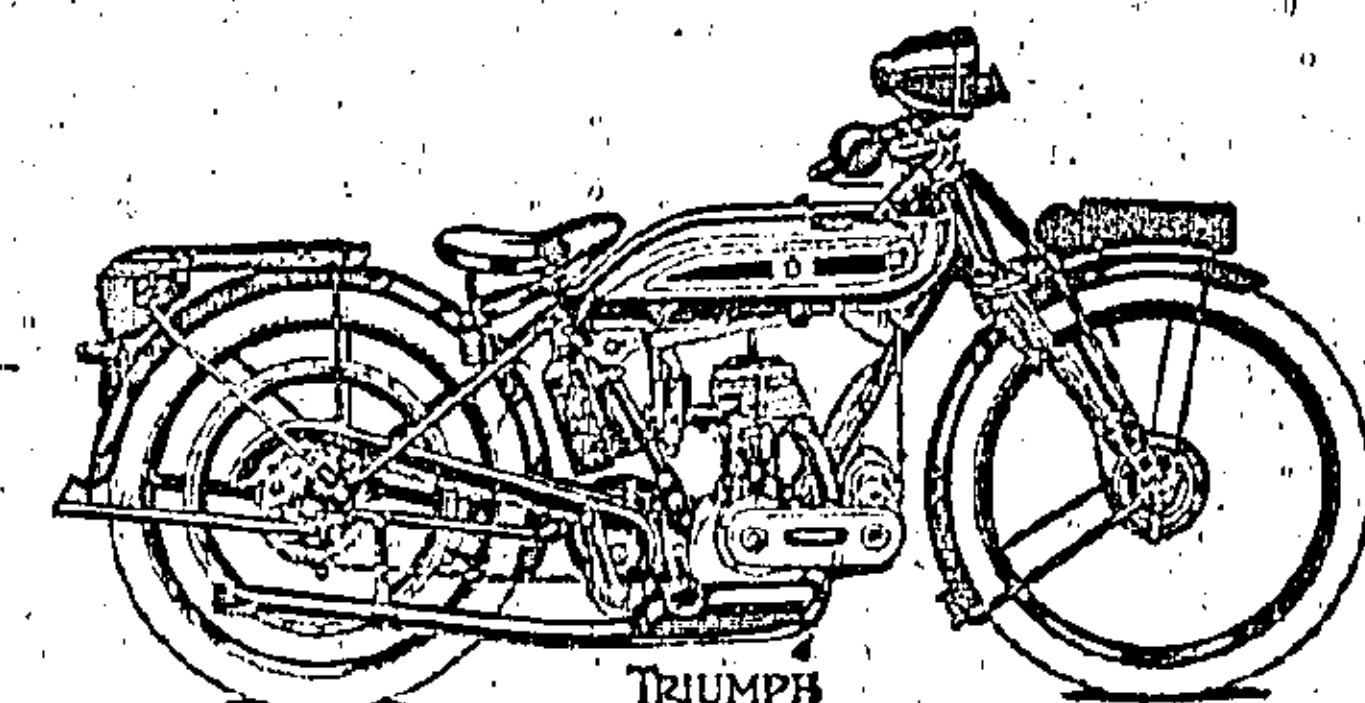
Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

A Product of Nature

SHELL MOTOR SPIRIT

The Asiatic Petroleum Co. (S.S.) Ltd. (Incorporated in England.)

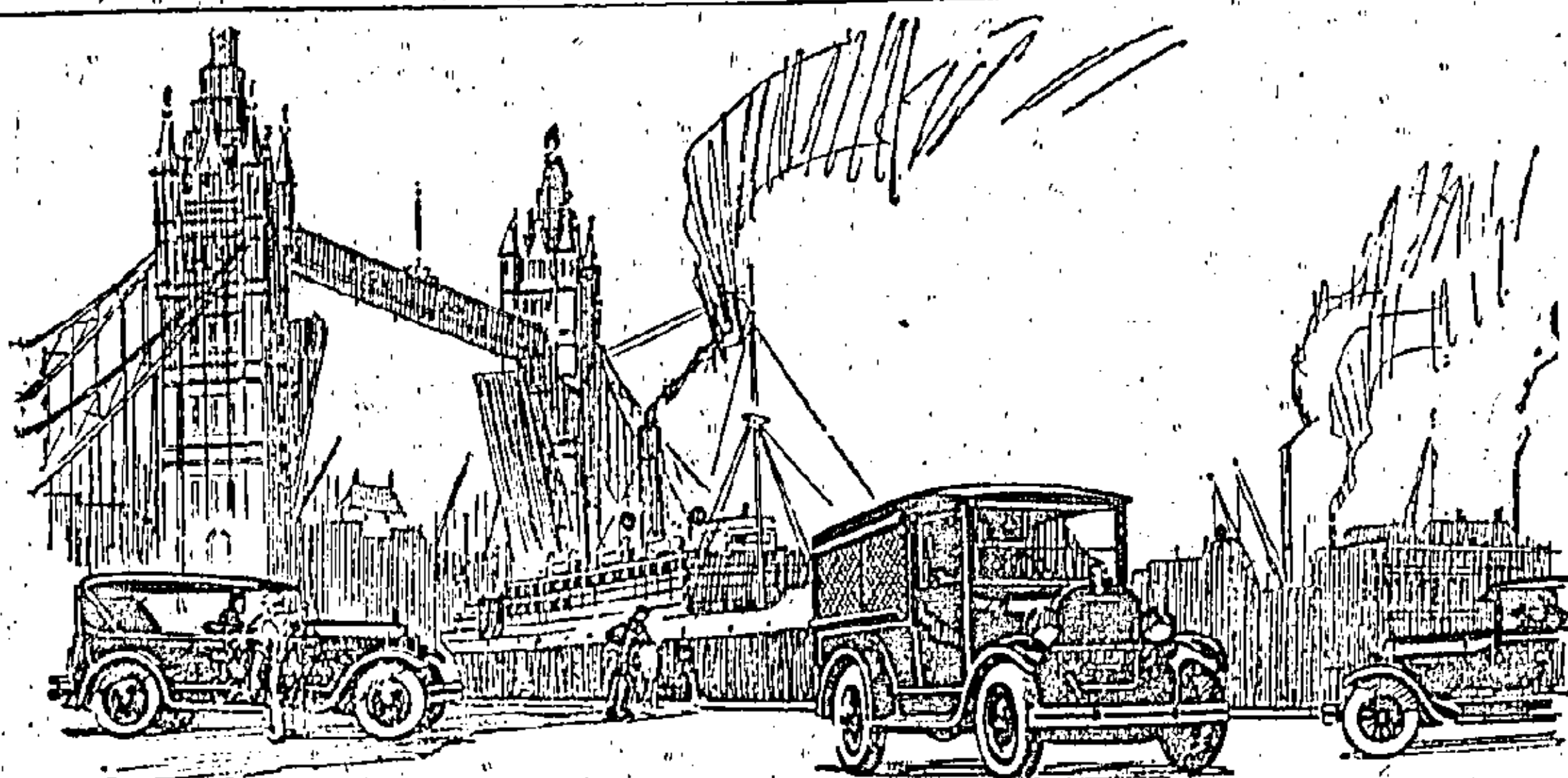
TRIUMPH



TRIUMPH SPELLS ALL THAT IS GOOD.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.



Dodge Cars Preferred by Great Commercial Houses

One of the best proofs of what the world thinks of Dodge Brothers Motor Car is its widespread use—in large fleets—by great International Commercial Houses.

For instance, The Standard Oil Company uses 456; Fairbanks-Morse Company, 129; The General Cigar Company, 296; The Public Service Companies,

252. It would require many pages to print them all.

And remember, that these companies select their automobile equipment after thorough competitive tests. Long life, economy and dependability in hard service are the qualities demanded—qualities in which Dodge Brothers vehicles are admittedly without peer anywhere in the world.

Standard Roadster or Touring..... H.K. \$2,100
Special Roadster or Touring..... H.K. \$2,200
Sport Roadster or Touring..... H.K. \$2,270

DODGE BROTHERS, INC., DETROIT

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

DODGE BROTHERS
MOTOR CARS

Of a Distinguished Family



PACKARD

THE thrill of owning a motor car is passing.

Modern production has put the ordinary vehicle within the reach of multitudes.

However, the joy of owning a thoroughbred is greater than ever.

And who can view the Packard Eight—winner of beauty contests from Monte Carlo to Buenos Aires—from Biarritz to Baden-Baden—without recognizing its right to international leadership in line and design.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, ... Happy Valley.
Tel. C. 1246 or 1247. Hongkong.

ONLY PACKARD CAN BUILD A PACKARD

REPLACES DOG TEAMS.



Even the husky trail dogs of the arctic regions must give up their place to modern industry's inventions. This is one of the snow-motors which will be used in an expedition to the North Pole. Gordon Scott, a member of the Detroit-Wilkins Arctic Flight Expedition, is shown testing the huge machine. The expedition will use this motor in place of dog teams to haul supplies over the 1000-mile trail of ice and snow from Nenana, Alaska, to Point Barrow, where the north pole light starts this summer.

THE PERFECT CAR.

VARIED FACTORY TESTS.

[By Israel Klein for The Hongkong Telegraph.]

Engineers, having long ago given up hope of creating the perfect car, have turned their attention to construction of the perfect compromise.

They have come to realize that the demand of certain autolists conflict with the requirements of others and so they have to make the best of the conflicting demands.

This they are doing in a remarkable way. They're far from the finished compromise, yet their progress is swift. They're putting the cars of to-day under severe tests in their anxiety to learn real facts about them and plan their improvements on the basis of these facts.

One of the greatest concessions made by automotive engineers has been the fact that they are just as fallible as the rest of us. They had been theorizing mostly and forming conclusions on their beliefs.

Put Autos on Test.

Now the engineers are coming down to earth. They're learning by rigid tests what their products

actually can do under various conditions, their advantages and their faults.

Knowing these and setting aside personal beliefs, they expect to produce cars best suited for motoring under the conditions existing to-day.

For this purpose a large fact-finding laboratory has already been established. It's the "proving ground" of the General Motors Corporation, about 45 miles west of Detroit.

Here is a field of 1125 acres with about 12 miles of private highway laid out so as to represent every road condition that the average driver ordinarily meets. There are hills ranging from 7 per cent. grades to as high as 24 per cent.

There are concrete and gravel roads, representing the average types of highways we meet to-day. And there are many other "props" for testing the performance of an automobile.

Nothing Is Overlooked.

Cars are being driven over these 12 miles of road, day and night at the total for all exceeding 250,000 miles a month. No conceivable factor about a car is taken for granted, no beliefs or theories permitted. Everything even though known for a certainty, is tested for actual facts about it.

Certain facts being discovered about the cars on test have been gathered apparently with no end in view, except that they would be on record when engineers want them. Then they might form the basis for an improvement long desired in the auto world.

A list of the tests being conducted on this proving ground reflects the innumerable avenues possible for the development of the modern auto. Here are some of the more important items being tabulated by figures and graphs:

Acceleration, deceleration, rolling friction, riding qualities, fuel and maximum speed, endurance, economy at fixed speeds, minimum hill-climbing, braking, driver's vision range, reflection, headlighting, steering effort, vibration, noises, brake and clutch pedal pressures, crank-case dilution, ventilation, appearance.

Allowances Are Made.

The facts obtained here are merely set down in convenient form, for the guidance of the General Motors engineers, in planning their new models. How they are compared is suggested by O. T. Kreusser, engineer in charge of the proving ground.

"Here are two cars providing the same amount of leg room and seating comfort," he points out. "One car can steer in a circle of 10 per cent. less diameter than the other. Assuming everything else being equal, it can be deducted that the one steering the shorter has the advantage from the customer's point of view."

"Here again are two cars, the driver in one has a vision through the windshield and past the corner posts that is 20 per cent. greater than the other. Again the one providing the greater area of vision has an advantage if everything else is equal."

"Unfortunately out of necessity the automobile must be a compromise involving a great many factors, any one of which may be of major importance to a particular customer. The car mentioned as having a shorter turning radius may be less steady to drive on a rough road, or again the car having greater driver vision may not have a desirable rakish appearance or the corner posts may be too flimsy and not provide a rugged door hinge hanging that is satisfactory from a durability standpoint."

Special Water Tests.

How fully the search for facts even to the minutest details is being carried out is brought out again by Kreusser, in explaining the purpose of a special underwater concrete road which permits flooding, from barely wetting to as high as two feet.

"This special road," Kreusser explains, "is of interest in connection with determining how wet one's feet become in many of the closed cars as we drive along a puddled road. This road also puts brakes in shape for deceleration tests under rainy day conditions."

"Then again a standard way of determining the mud and water thrown up on the windshield and body from wheel wash is of interest."

"Thus nothing is left to the imagination. Everything is a fact, even to the amount of water thrown up on the windshield."

On these facts the engineers expect to give us cars that will far outstrip the machines we are driving to-day.

AILS A CRAIG

MARINE MOTORS

(BRITISH)

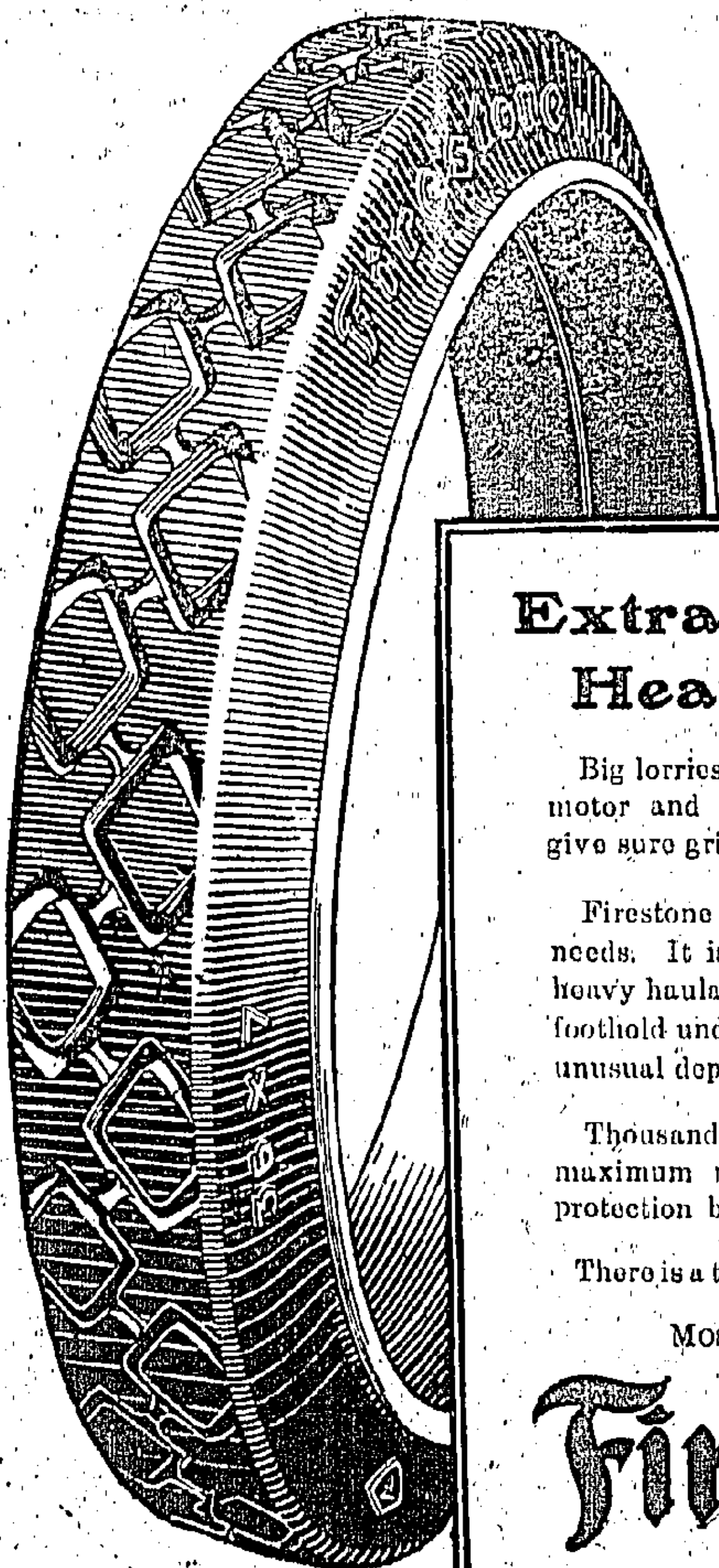
4 - 6 HP 2 Cylinder	Overhead Camshaft and Valves
6 - 8 HP 2	Detachable Heads
10 - 14 HP 4	Offset Cylinders
16 - 20 HP 6	Maximum Accessibility
20 - 24 HP 4	Complete Outfits
28 - 30 HP 6	Silent and Vibrationless

The last word in design and Manufacture

Ultra Competitive Prices

DODWELL & Co., Ltd.

SOLE AGENTS



Extra Cushion for Heavy Lorries!

Big lorries need extra cushion to protect the motor and chassis—and greater traction to give sure grip on slippery and soft roads.

Firestone Non-Skid Hi-Type meets these needs. It is correctly balanced to hold up in heavy haulage. The rugged tread gives firm foothold under the worst conditions. Note the unusual depth of rubber.

Thousands of owners of lorries are getting maximum mileage, speed, safety and truck protection by using Firestone equipment.

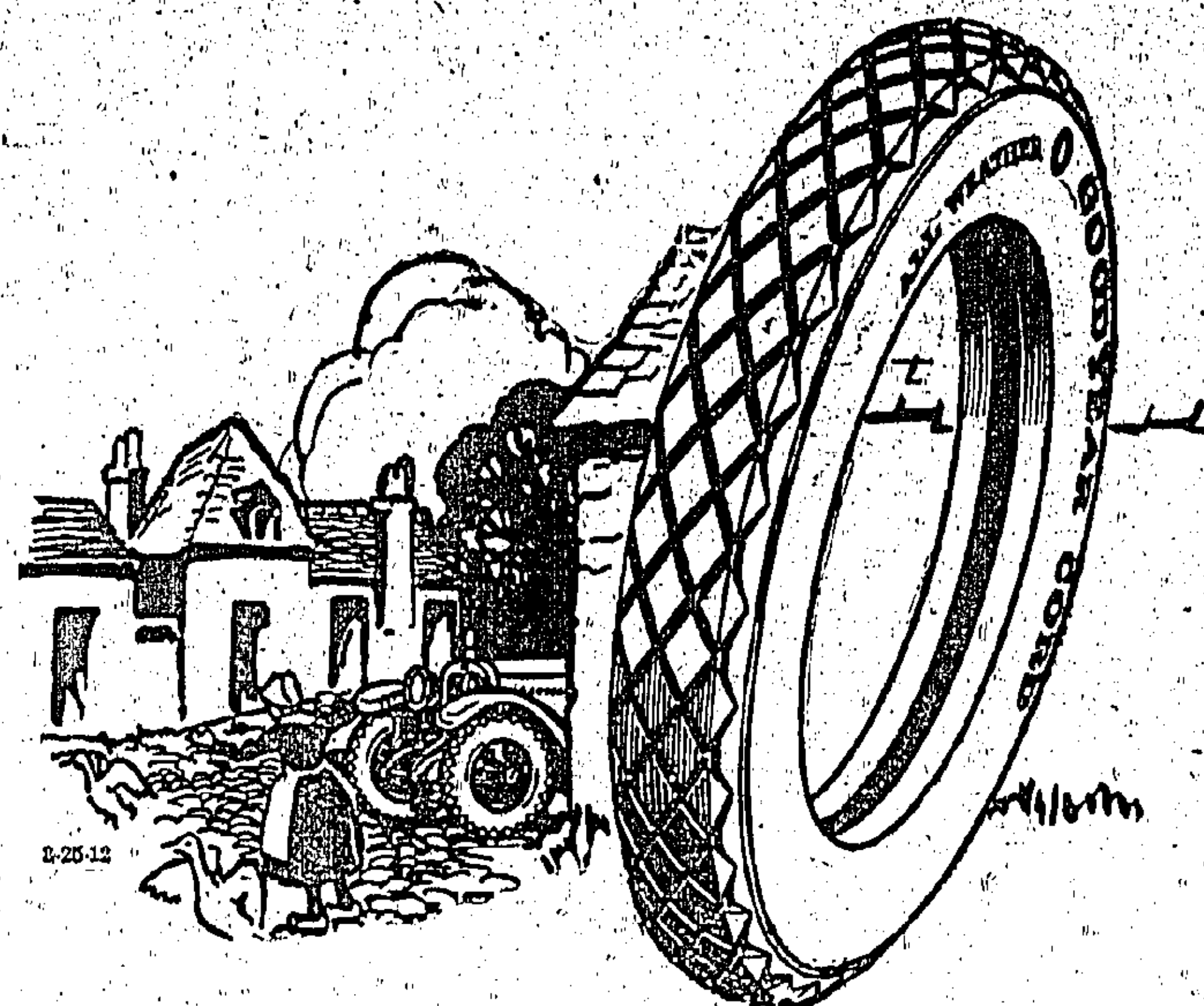
There is a tyre for every size and class of lorry.

MOST MILES PER DOLLAR

Firestone

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley



Your Surety for Trouble Free Travel

If you have a doubtful cover on one of your wheels, you will have it on your mind, too.

So replace it now with a new All-Weather Tread Tyre.

Its rubber is tough and its traction qualities have never yet been equalled.

And there are more miles in an All-Weather Tread Tyre.

Next Time Buy

GOOD YEAR

CORD TYRES

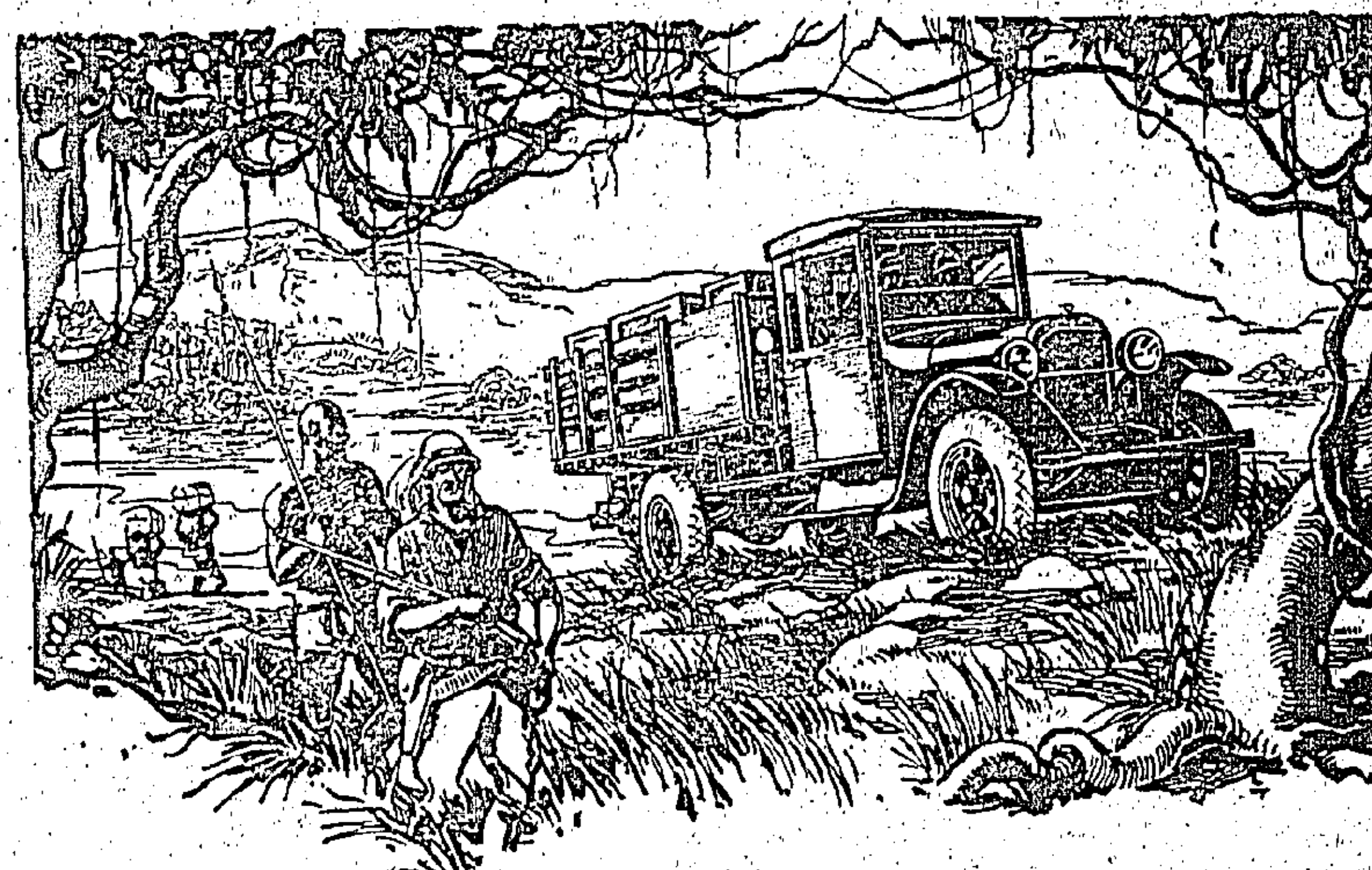
Made with SUPERTWIST

MADE IN CANADA

DISTRIBUTORS

ALEX. ROSS & Co. (CHINA), Ltd.

BANK OF CHINA BUILDING, HONGKONG.



Trusted Carriers Everywhere

—Graham Brothers Trucks

In Peru—Graham Brothers Trucks working toward the headwaters of the Amazon at 13,000 feet above sea level.

... In Meshabo, Brazil—Graham Brothers Trucks bearing mighty burdens up mountain roads of thirty per cent. grade.

Graham Brothers Trucks support such tests because they are built to stand them.

Wherever strain must be borne, or wear withstood, costly Chrome Vanadium Steel is there to meet it.

That is why Graham Brothers Trucks bear such loads—make such mileage—last so long. It also explains why Graham Brothers are the largest exclusive truck manufacturers in the world.

1 Ton Chassis, G. \$885; 1 1/2 Ton Chassis, G. \$1245;
MBM Low Chassis, G. \$1295.

GRAHAM BROTHERS
Detroit, U.S.A.
A DIVISION OF DODGE BROTHERS, INC.

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

GRAHAM BROTHERS

TRUCKS

SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE



WEEKLY MOTOR WANTS

NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH.

The charge is 50 cents for 30 words, 2 cents for every additional word.

Terms Cash with order.

Advertisements must be received by noon on Thursday preceding publication.

Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

CROSSLEY.—25/30 H. P. R.F.P. Model Type 9, fitted with "Cumard" body, painted red-spoke wheel and all accessories—excellent condition. Apply Box No. 1509 c/o "Hongkong Telegraph."

VAUXHALL.—1440 H.P. 5 seater Open Touring-tourer, mileage 6900—square wheel and all accessories—excellent condition. Full particulars and price from Box No. 1508 c/o "Hongkong Telegraph."

MATCHLESS.—Motor Cycle 347 C.C. Side valves, 1925 model, electric light, speedometer leg shields. Mileage 300 only. \$400. Apply Box No. 1494 c/o "Hongkong Telegraph."

HARLEY.—Sports model complete with electric lighting set, speedometer, etc., in good condition, price reasonable. May be seen by arrangement. Box No. 1490 c/o "Hongkong Telegraph."

FOR SALE.—2-ton Truck chassis, 6-cylinder engine of 40 H.P., R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

SINGER.—seven-passenger Landauette. Six practically new tyres. New upholstery carpet, paint, Radiator and Carburettor. Everything in first class. 48 H.P. engine (R.A.C. Rating) in splendid condition. Price \$3,000.00. Box No. 1503 Hongkong Telegraph.

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AUSTIN.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
AUBURN.—Universal Auto Supply Co., Asiatic Bldg. C. 4915.
BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd. 33 Des Voeux Rd. C. 1036.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ESSEX.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD.—Andrew Harper, 6 Queen's Road. C. 4895.
G. W. K.—Gilman & Co., Ltd. H. K. Bank Bldg. Tel. C. 290.
HUDSON.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
LINCOLN.—Andrew Harper, 6 Queen's Road. C. 4895.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PACKARD.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.
SINGER.—Gilman & Co., Ltd. H.K. Bank Bldg. Tel. C. 290.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.
STANDARD.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.

MOTOR TRUCKS

DENNIS.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
FORD.—Andrew Harper, 6 Queen's Road. C. 4759.
FORDSON TRACTOR.—Andrew Harper, 6 Queen's Road. C. 4759.
GRAHAM BROTHERS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
THORNYCROFT.—Hongkong Hotel Garage, Queen's Road. C. 4759.

MOTOR CYCLES

A. J. S.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
B. S. A.—The Sincere Co., Ltd. Des Voeux Road. C. 1067.
DOUGLAS.—Alex. Ross & Co. (China), Ltd. "Bank of China Bldg. C. 2487.
HARLEY-DAVIDSON.—The Gascon Motor Co. 2, Kwong Wah Road, Kowloon. K. 1242.
INDIAN.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PUCH.—Leyseco China Co., Ltd. Bank of Canton Bldg. C. 1221.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
RALEIGH.—Kowloon Motor Cycle Exchange, K. 655. (Day or Night.)
TRIUMPH.—Alex. Ross & Co. (China) Ltd., Bank of China Bldg. C. 2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annexe Bldg. C. 4554.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
GOOD YEAR TYRES.—Alex. Ross & Co. (China) Ltd., Bank of China Bldg. C. 2487.
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World Leadership Justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the price of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

1-Ton Chassis—B.D. ... \$ 975
1 1/2-Ton Chassis—B.D. ... 1245
1 1/2-Ton Chassis—M.B. ... 1245
1 1/2-Ton, 168" Chassis—T.D. ... 1365
1 1/2-Ton, 168" Low Chassis—L.B. ... 1365
1 1/2-Ton, 128" Chassis—E.D. ... 1415
Y.B. Bus Chassis ... 1575

f. o. b. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.
33 Wong Nei Chung Road, Happy Valley
Telephone C. 1246 or 1247

GRAHAM BROTHERS TRUCKS

Sold by DODGE BROTHERS
DEALERS EVERYWHERE

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF
THE SPECIAL COLONIAL
MODEL BY ARRANGEMENT
WITH THE HONGKONG

— AND —
KOWLOON TAXI CAB Co., Ltd.
— TEL. C. 1036 —
33-35 Des Voeux Road,
HONGKONG.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
5% Off Gasoline Bill
Free Legal Advice
Free Mechanical Advice
Associate Membership of the
R. A. C. and A. A. London.

All Communications for
Membership etc. to
MR. P. M. HODGSON,
Hon. Secretary,
Bank of China Building.

DOUGLAS.

That
Good
Cycle!

TO ARRIVE SHORTLY

Alex. Ross & Co. (China),
Limited.
Bank of China Building.

HINTS FOR THE MOTORIST BY ALBERT L. CLOUGH

PRE-DILUTION OF ENGINE OIL.

When an engine is supplied with fresh oil, leakage of unvaporized fuel past the pistons begins to dilute it and reduce its viscosity or "body" as soon as the engine starts and after about 100 miles of running, enough gasoline residue has mixed with it to thin it materially, this action keeping on until its lubricating value is much reduced, even below the safe point.

Postponing Excessive Thinning.

If, instead of filling with an oil of ordinary viscosity, a heavy oil of very high viscosity is used, a larger amount of fuel ends will have to leak into it to reduce its lubricating value to the danger point and a larger mileage can be driven before the oil becomes prohibitively thinned, but the employment of very heavy oil, in winter weather, is impracticable because, when cold and stiff, cannot be depended upon to circulate reliably and furthermore it makes an engine turn over too hard.

A Limit to Dilution Effects.

However, the thinning effect, due to the run-down of fuel ends, does not continue to increase indefinitely with service because after a certain proportion of gasoline residue accumulates in the crankcase, this diluent begins to be evaporated by engine heat the rate of this evaporation increasing with the amount of the diluent present—and a time arrives when the resulting rate of loss of diluent equals the rate of its entrance, thus bringing about a stable condition of maximum dilution and thinning.

Thinned Oil Usable if Still Viscous Enough.

If, when this condition of equilibrium is attained, the oil is still viscous enough to lubricate properly, it can safely be used until it has become dirty and this result can be achieved if a heavy enough oil is used for the filling.

A Heavy Lubricant Initially Diluted.

It is proposed, on good engineering authority, to take advantage of these facts as follows: To fill the crankcase not with oil alone, but with a mixture of an unusually viscous oil and the correct equilibrium proportion of a naphtha equivalent in volatility to the fuel diluent, thus creating a lubricant of adequate viscosity, but not too heavy to flow readily at starting, and already containing practically its ultimate proportion of diluent, so that its composition will not materially alter, from gasoline admixture, for a considerable period of use.

How the Idea is Applied.

Knowing the maximum percentage of dilution reached by the oil of any engine, the use in it of an oil sufficiently heavy, that when percentage of naphtha diluent has been added to it, it is still a safe lubricant, should result in easy starting, good oil distribution under cold conditions and longer mileage intervals between fillings.

Steering-Gear Blinds.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Question:—The steering wheel of my car turns very hard, even when the front wheels are jacked up, and has lots of lost motion. When running on the road, the car pulls toward the left. What can you suggest?

Answer:—Either there is lack of lubrication somewhere in the steering gear or else something is adjusted too tightly. The fact that there is excessive lost motion makes us suspect that the former is the case and that considerable wear has taken place. Are you sure there is plenty of grease in the housing at the bottom of the column and that the king-bolts, the ends of the tie-rod and those of the drag-link have perfect lubrication. If you look after these points, the gear should limber up and you can probably eliminate much of the lost motion by loosening the clamp at the top of the column housing and turning inward the hexagon nut until it just begins to bind. Imperfect alignment of the front wheels is probably the cause of the car's pulling toward the left. You can align them by readjusting the tie-rod length. Possibly too, the front axle may be out of parallelism with the rear axle.

Too Late Or Too Early Spark?
Question:—How can it be determined whether ignition is set too late or too far ahead?

Answer:—When ignition is too late (too much retarded) an engine acts "lumpy," accelerates sluggishly and will not reach a very high speed, the exhaust noise is unusually loud, the water heats abnormally and in extreme cases, the timing-gears are very noisy and there may be occasional backfires in the carburetor. When ignition is set too early, the engine usually clicks or knocks, especially when the throttle is widely opened, there is considerable loss of pulling power and usually some overheating of the circulating water.

Berlin, April 3.—More than 200 modern cave dwellers have been found living in the ash and refuse dumps on the outskirts of Berlin, amid surroundings more squalid than those of primitive man. Poverty-stricken families, some with as many as four children, evicted from homes for nonpayment of rent have survived the winter in one or two underground rooms, furnished entirely from rubbish heaps. City authorities have undertaken to find new abodes for the colony. There is a jobless village of more than 2,000 inhabitants living in one-room tar paper shacks on city property.

The case of the famous French actress, who has just insured for £2,000 against seasickness during her voyage to New York, is yet further disconcerting proof that there is no infallible remedy against this particular "sinking feeling." The doctor of the Majestic, it may be recalled, with the experience of some 700 crossings behind him, once declared that he "knew of no cure," but against that an expert once startled a dinner-party by boasting that he knew of two real "cures." The sufferer, he said, should: (1) Either land at the first opportunity; or (2) Go down with the ship to the bottom!

7 Firsts
5 Seconds
2 Thirds
Fastest Time,
AND THE
Blue Riband
of
South Africa.

"The finest performances ever put up by one make of Motor-cycle in South Africa."

RALEIGH

Solos from \$445. Combinations \$675.

Including Lucas Magdyno Electric Lighting.
Complete, ready for the road.

Ask for Demonstration at
MOTOR CYCLE EXCHANGE,
Coronation Road, KOWLOON.

BRITISH DUNLOP

CORDS

(Made at Fort Dunlop, Birmingham.)

They cost no more than other tyres.

The product of the PIONEER firm of Tyre Manufacturers, they rank as the GREATEST OF ALL TYRES.

Look for the mark "Made in England"

DUNLOP RUBBER Co. (China), Ltd.
Hotel Annexe Building.
Telephone Central 4554.

HONGKONG HOTEL GARAGE
Tel. C. 4759. Distributors. Tel. C. 4759.

Studebaker

PRICE REDUCTION, 1st MAY, 1926.
HONGKONG NETT CASH PRICES

STANDARD SIX	
Duplex-Phaeton	H. K. \$2,650
Duplex-Roadster	2,600
Sports-Roadster	2,990
Country Club Coupe	2,990
Coach (2-Door)	2,760
Sedan (Wool Trim)	2,990
Sedan (Broad Cloth)	3,200
Berline	3,350

SPECIAL SIX	
Coach (2-Door)	H. K. \$3,350
Brougham	3,900

BIG SIX 120" WHEELBASE

Duplex-Sports-Phaeton	H. K. \$3,650
Duplex-Roadster	3,450
Sports-Roadster	3,780
Club Coupe	3,800
Sedan	4,350
Berline	4,520

BIG SIX 127" WHEELBASE

Duplex-Phaeton	H. K. \$4,075
Brougham	4,775
Sedan	4,900
Berline	5,075

(Prices subject to change without notice)

PRICES INCLUDE DELIVERY IN HONGKONG OR KOWLOON

All models have balloon tyres, 4 wheels, 4-wheel drive, hood, windshield, wiper, mirror, tools, etc., etc.

THE HONGKONG HOTEL GARAGE
(The Hongkong & Shanghai Hotels, Ltd.)

Our Sales and Accessories (C. 4759) Service (Phone and Parts) (C. 4602)

MORRIS

PRICE REDUCTION 1st May, 1926 **Cars** PRICE REDUCTION 1st May, 1926

MORRIS-COWLEY 11.9 H.P. 4-WHEEL BRAKE MODEL

		New Prices	Old Prices
ROADSTER	2 SEATER	£ 212	£ 223
OCCASIONAL	4 SEATER	222	233
TOURING	4 SEATER	234	246
COUPE	4 SEATER	250	265
SALOON	4 SEATER	290	305

MORRIS-OXFORD 13.9 H.P. 4-WHEEL BRAKE MODEL

		New Prices	Old Prices
ROADSTER	2 SEATER	£ 285	£ 300
TOURING	4-5 SEATER	305	320
3/4 COUPE	2 SEATER	355	375
CABRIOLET	4-5 SEATER	390	410
SALOON	4-5 SEATER	410	430
LANDAULET	4-5 SEATER	420	440

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Particulars:	Standard:	Special:
Essex Six-cylinder Coach.....	\$2,000	\$2,200
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Hudson Super-Six Coach.....	\$3,000	\$3,200
Hudson Super-Six Touring.....	\$3,000	\$3,200
Hudson Super-Six Brougham.....	\$3,600	\$3,800
Hudson Super-Six Sedan.....	\$4,000	\$4,200

THE DRAGON MOTOR CAR CO., LTD.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY

TELEPHONE CENTRAL 1246 or 1247.

ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
Chatham Road, Hunghom... Tel. K.1216.

MANY USED CARS.

AUTO AD BEST.

Salt Lake City automobile dealers find that the number of used cars on their hands is increasing rapidly. This is said to be due to the falling prices of new cars, the tendency to extend term payments and the great popularity of closed cars.

The 1925 Harvard Award for scientific research in advertising was won by Mr. Henry G. Weaver, Detroit, Mich., for an analysis of the automobile market. This analysis, which was conducted in the sales section of General Motors, required several years of basic research work.

AUTOS v. RAILWAYS.

KEEN COMPETITION IN U.S.A.

(Special Report to The Hongkong Telegraph by Israel Klein.)

In the controversy between railroad and automobile, the question "Who pays for the highways?" is likely soon to become "Who pays what for the highways?"

For the railroads are fast taking to motor trucks to convert their short haul less-than-car-load losses into profits. And they're in this manner making use of the same highways for which they had been complaining they had to pay more than their share anyway.

Now it may be turn about—with the railroads using, rather than paying for more than their share. And the truck makers

present figures in an effort to prove this.

The latest official spokesman with the figures is Mr. T. R. Dahl, secretary of the White Motor Company, one of the biggest truck manufacturers in the country and therefore keenly interested in the highway revenue question.

Mr. Dahl points out that the only competition suggested between motor truck and railroad is that of short haul moving. But since it is conceded that the short haul is unprofitable to railroads, he adds, "the motor truck has relieved the railroads of unprofitable use of its freight equipment for long haul profitable freight."

Cure of Old Ill.

"In addition," Mr. Dahl explains, "it has placed in the hands of railroads an auxiliary means of transportation whereby it itself

can more economically handle its less than car load freight and effect tremendous economies in relieving its terminal congestion."

For this service 55 railroads are using motor trucks, as against 33 last year.

When it comes to revenue, its the motor truck that bears the major cost of the highways, Mr. Dahl insists. And here again he recalls figures of the U.S. Bureau of Public Roads. Here they are:

"Taxes on motor vehicles during 1924 amounted to half the total highway bill of the nation," Mr. Dahl reports. "This bill was \$1,181,000,000. Motor vehicle taxes were \$581,000,000."

"These taxes equal 92 per cent. of the expenditure for the state and federal road system, the highways which carry 80 per cent. of the traffic."

And after considering state license fees and gasoline taxes, Mr. Dahl concludes: "It is more accurate to say that the motor vehicles pay somewhere near 90 per cent. of the cost of the highways over which they operate."

Railroads' Share.

As for the railroads' share, here's Mr. Dahl's argument:

"What part of the highway bill do the railroads pay? In 1924 they paid \$34,163,000 of the \$1,181,000,000 highway bill, or 3 6-10 per cent. What return do the railroads get for this share of the highway bill?"

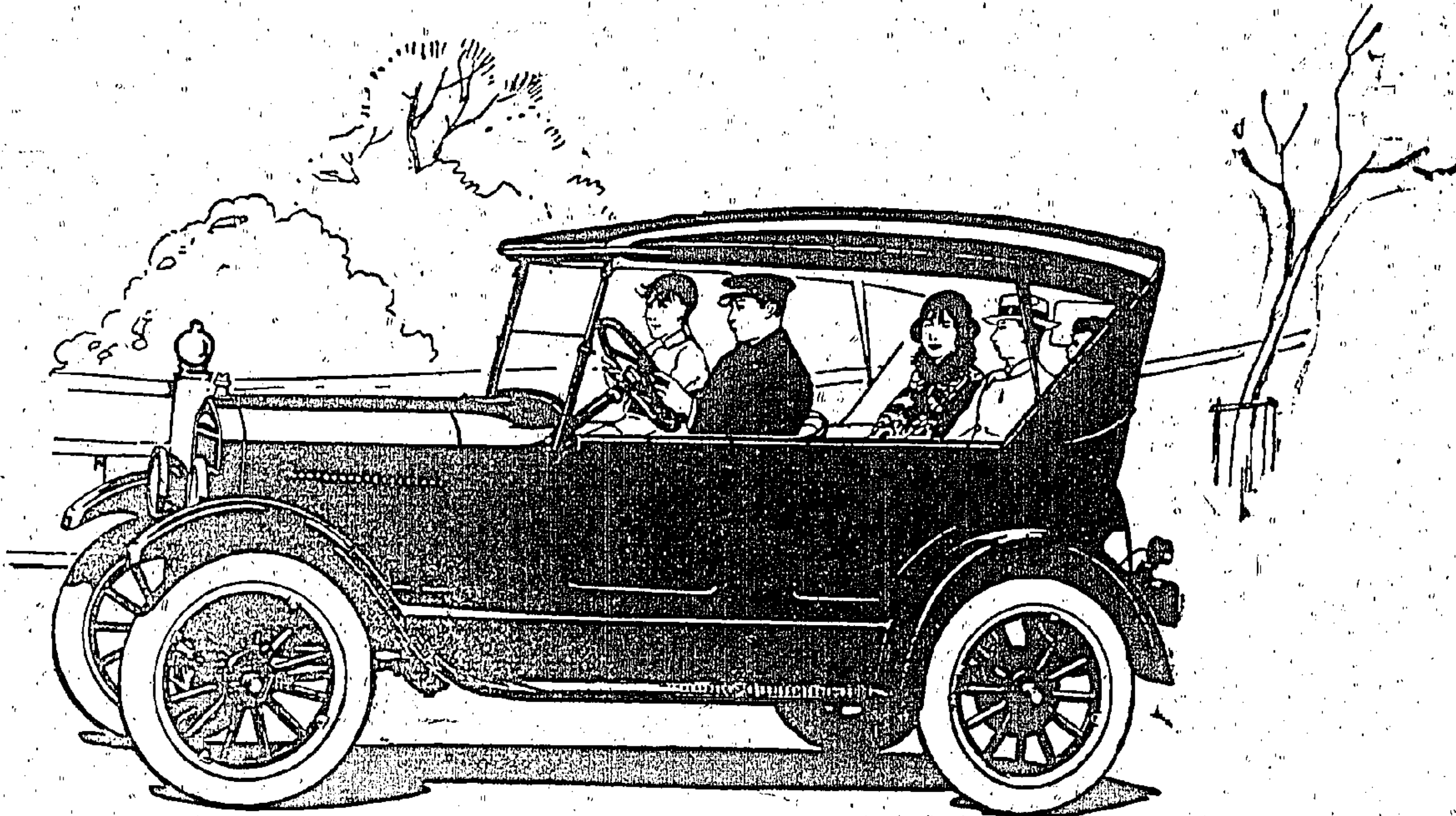
"It is immediately evident that every ton of freight handled by the railroads, except such as is loaded at industrial sidings, must be carried to and from the railroad over the highway. Providing a roadbed for freight to and

from the rail head is very cheap for the railroads at 3 6-10 per cent. of the cost, but in return for that the revenue from motor products in the same year given to the railroads actually amounted to over \$400,000,000."

"Accordingly, if the entire highway bill of the railroads is charged against purely the automobile revenue, that tax bill is only 8 1-2 per cent. of the revenue derived from the automobile products."

Thus he tries to prove that motor trucks pay more than twice as much for highway use than do the railroads for their own roadbeds.

Adding to this charge that of gasoline taxes in 44 states, Mr. Dahl concludes that the railroads have an advantage of 400 per cent. over the motor trucks on the item of maintenance alone.



Smart in appearance, sturdy in construction, reliable in performance, the Ford Touring embodies all of the qualities you most desire in a car. The all steel body has been lengthened and lowered and a stream line effect created by raising the radiator and headlamps. The colours of tartan green, carmen lake or mole-skin deep grey are optional.

THE FORD

TOURING CAR

H.K.\$965

Delivered in Kowloon.

Balloon Tyres H.K.\$50 extra.
(Self-Starter H.K.\$125 extra.)

Andrew Harper

Chatham Road, Hunghom, Kowloon: 6, Queen's Road, Central, Hongkong.

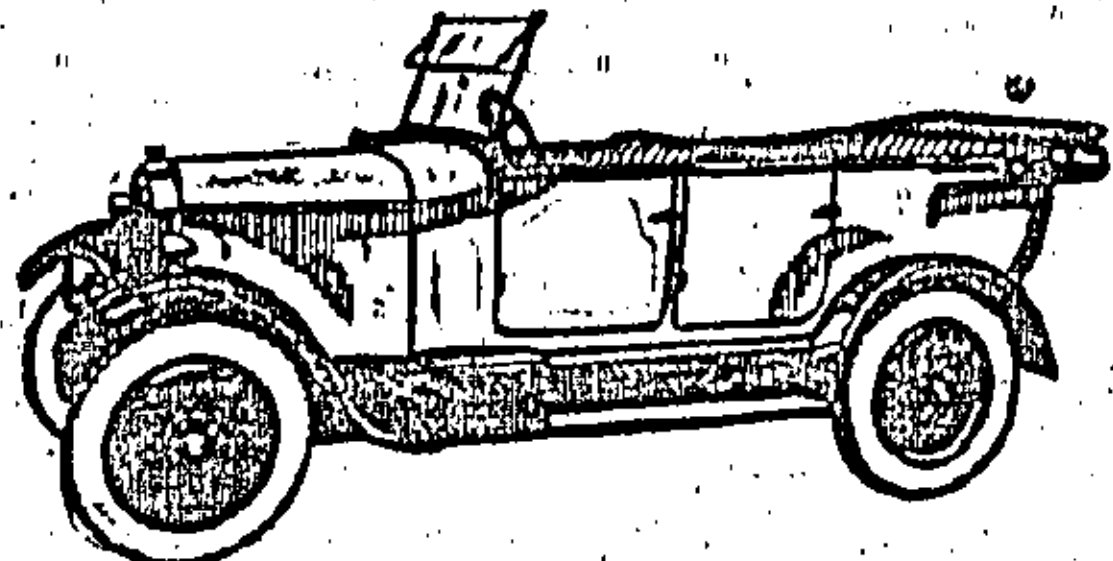
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Ford

19 SINGER 26

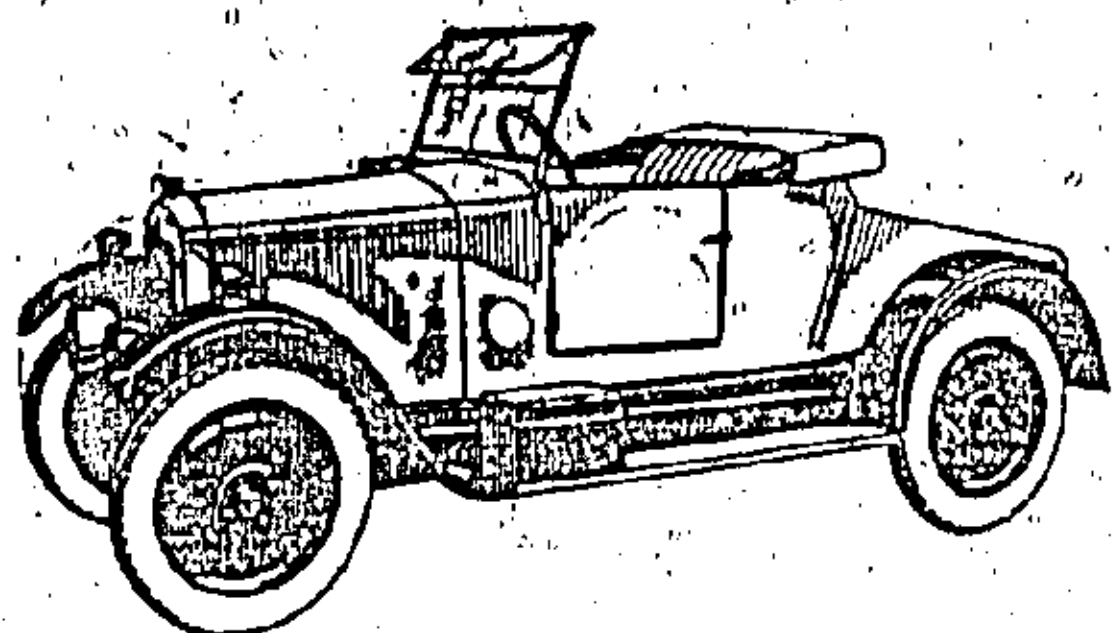
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
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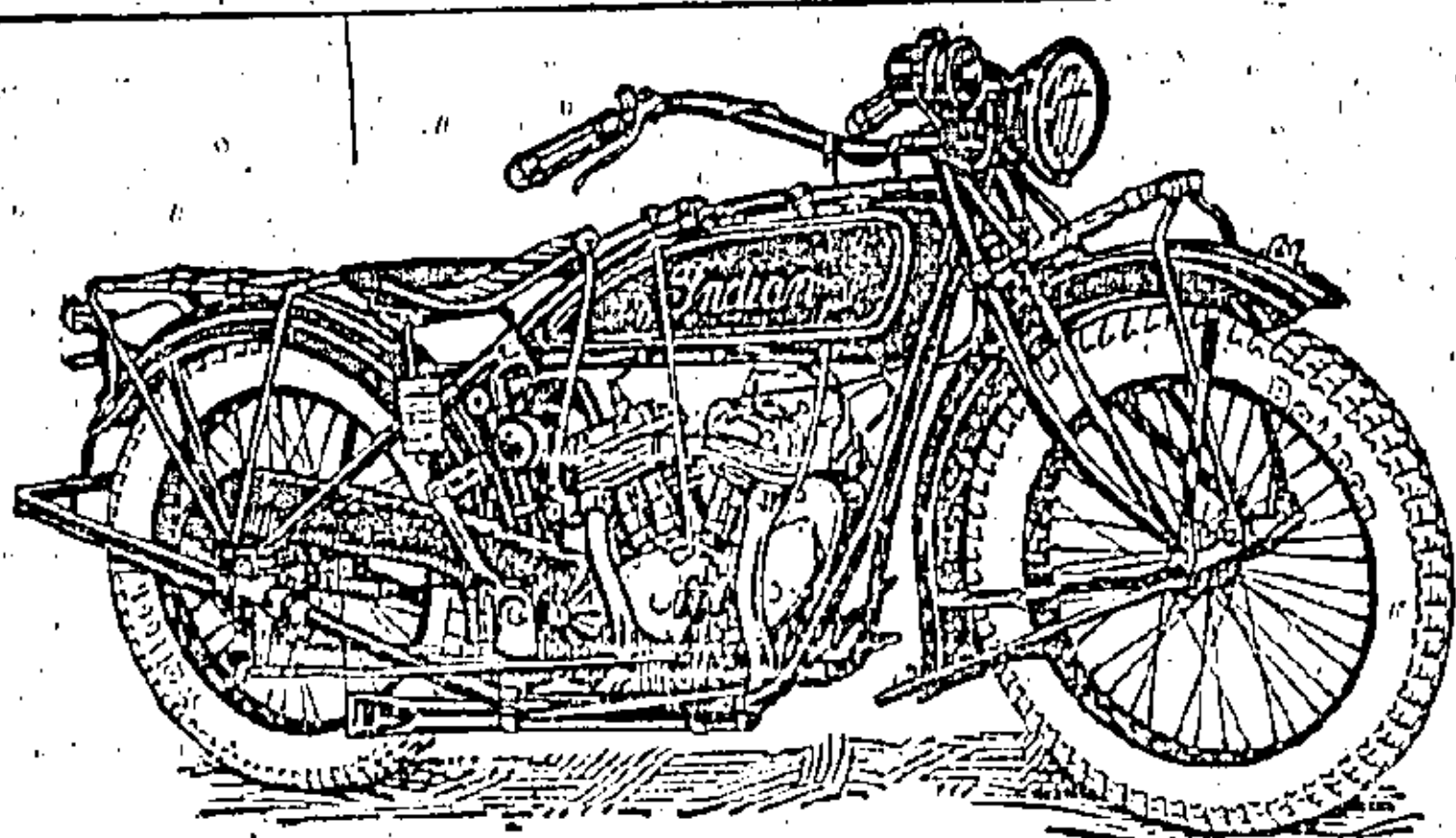
British Throughout



TWO SEATER "DE LUXE"
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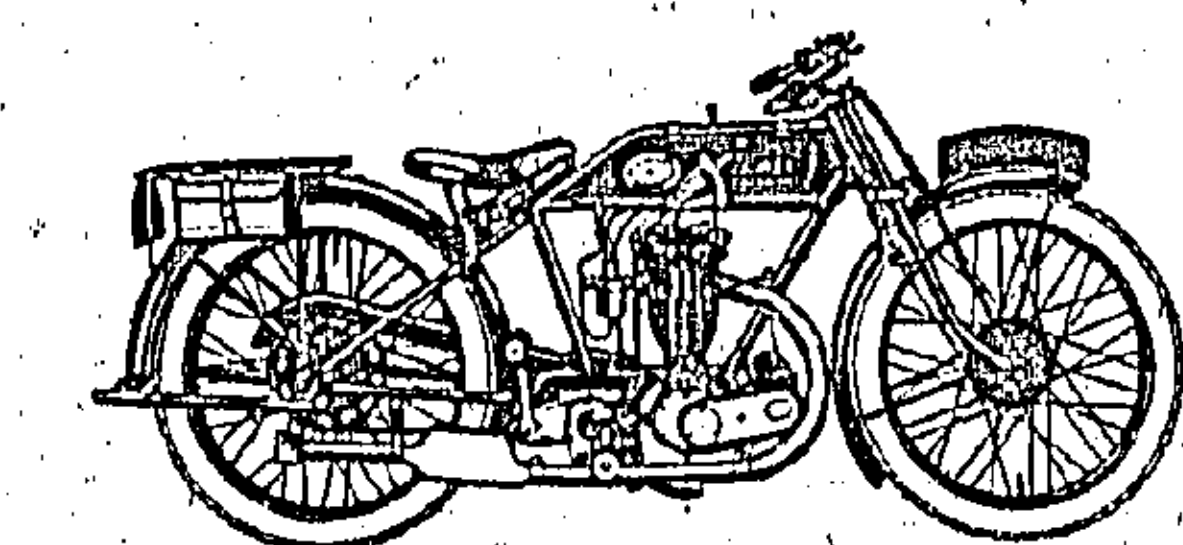
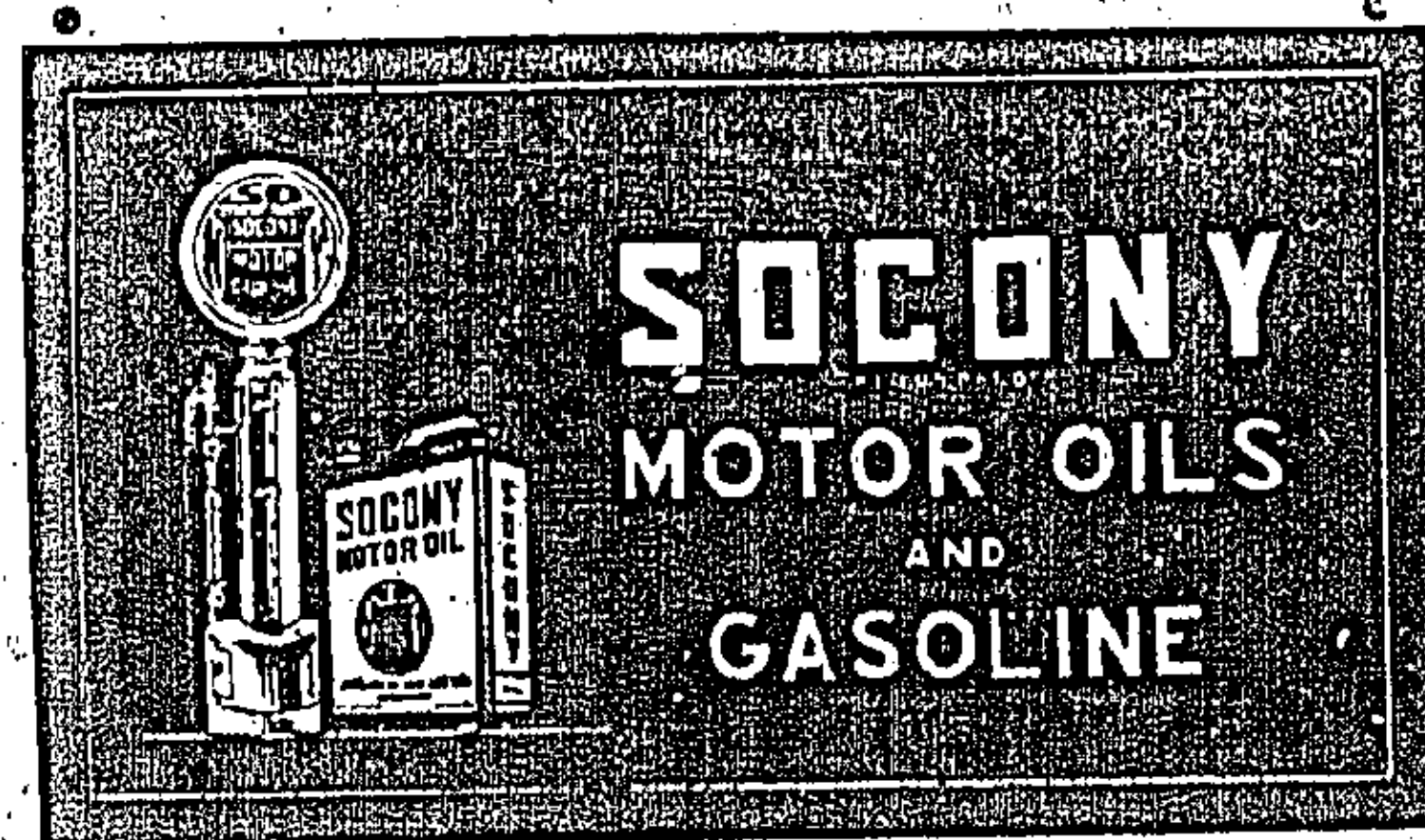
Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

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Bank of China Building and 1A, Chater Road.

HILL-CLIMBING CARS.

SOME CONSIDERATIONS.

John Prieau writes in the *Evening Standard*:

It all arose of the usual fruitless argument in which every one of us confirmed motor-lovers is constantly, absurdly, and delightfully involved. Somebody said, as somebody always does, that the principal thing which the average man (hard-worked myth, poor soul!) wants in his motorcar today is vibrationless running. "The rim of his steering-wheel, the floorboards under his feet, and the nine hundred and one trappings on the dash and elsewhere," which seize every opportunity to rattle infernally must remain lifeless. Vibration, in the smallest degree, is the death of peace on the road."

Another said that the ability to reach a maximum speed a little higher than that achieved by the similar-sized engine of a neighbour was the summit of desire.

A third, with whom I am inclined to agree, maintained that the true essence of mad happiness in driving a car lies in swift and murderous (his adjective, not mine) acceleration. "Let me have a car with which I can, at five seconds' notice, catch up with, overtake, and utterly defeat any given car in front, and you can have the rest. Even if I cannot keep the place ahead I have stolen, I don't care. I have stolen it, openly and in fair fight, and I don't want anything else."

One or two others loudly fought the battle of flexibility, of noiselessness, of roadholding, and of good springing.

Upon only one point, were we amicably agreed. The car of 1926 must be able to climb hills brilliantly. Your superior person who says he only wants smooth running, your foolish friend who regards flexibility as the sole criterion of motor behaviour—his other name is Top-speed Maniac—your epicure who cannot abide a noise—all these and many other specialists, in their heart of hearts, dislike a crawler on hills, and most vehemently detest being overtaken by another car of manifestly smaller capacity. A poor performer on hills is an unpopular car. And very justly.

In the event it was decided that we should go out and find a series of "fat" hills, hills which cannot be rushed, hills that call for just that effort of which only a really first-class car is capable. And because we had none of us the time to search farther afield and also because it seemed to us to be more difficult, we decided that four "fat" hills within a radius of five miles would not be satisfied with fewer four "fat" hills within a radius of twenty-five miles of London. We gave it a week-end, and here is the course which won the prize. No hill was to be considered "fat" unless its worst gradient was one in seven or steeper.

We left London by Richmond Park, we fled at illegal speeds up what used to be called in the most ancient of days the Test Hill,

which lies on the road between the Robin Hood and Kingston Gates. At one point it just qualifies with a few yards of 1 in 7. Followed Surbiton, Leatherhead, and Mickleham, and then, turning sharp off the Dorking road (a corner guaranteed to prevent anything like a rush start), Box Hill, that most invigorating but quite easy climb. It has no gradient to speak of, and is not, in our sense, a hill. But it is the nearest thing I know to a mountain climb.

Those three delightful hairpin bends, one of which is so real as to call for a slowdown to a crawl, and, with almost every car, a drop to second speed, the woods, the valley dropping below you, with nothing but trees and steep hill side to see, the extraordinary loneliness in winter, the illusion of real height—all make this snaring place a kind of Surrey Alpine climb.

Then we turned down Pebblecombe, which has a reputed gradient of 1 in 6, and followed the road through Reigate and Oxted to Westerham. At the top of Westerham, the most trying hill I know within two hundred miles of London, with a maximum and final gradient of 1 in 6, we turned left, and, after wandering a little vaguely amid bosky hills, were suddenly and violently compelled to scale a 1 in 5 stretch called Cudham. A notable member of the Four.

From Cudham we struck across by lanes past Biggin Hill, where the aerodrome is, and that famous cavern the Salthay, left-handed past Skid Hill, and down Titsey Hill (1 in 8 in parts), and so arrived back at the foot of Pebblecombe (1 in 5, so they say). At the top of this we turned home-

THE LATEST "ACROSS ENGLAND" MOTOR SERVICE.



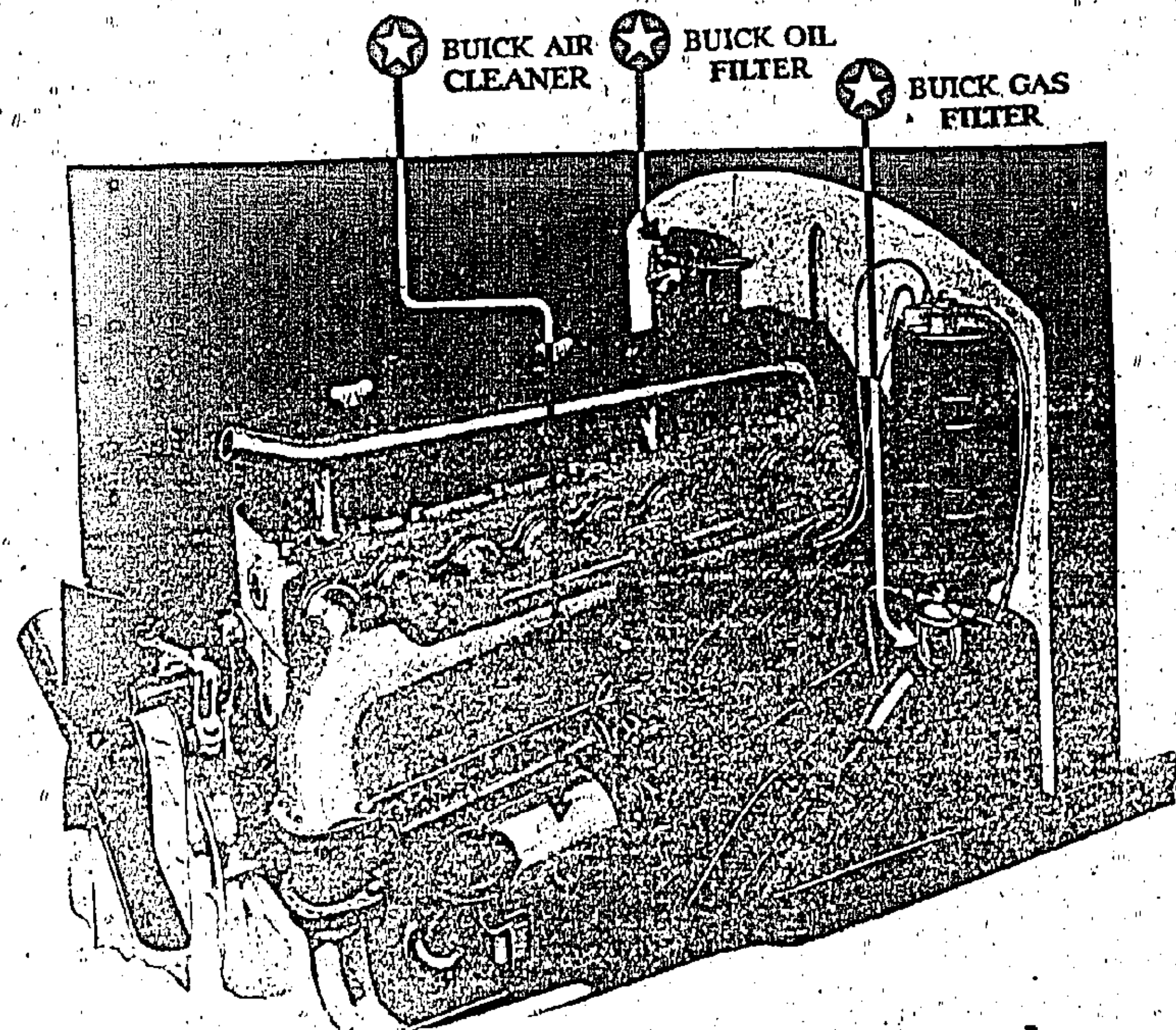
The arrival of the Bristol to London motor-coach at Hammersmith on April 6, with one of the new London omnibuses in the background. This road service across England is now made twice daily in each direction. ("Times" copyright.)

wards by way of Walton Heath and Epsom, passing Tattenham Corner and the grand stand.

Four hills of real steepness, one of them Westerham, the best test-hill I know for that little extra life and effort and pluck which only good cars have. Take the car you are told is a swift climber of hills and face it with these four. You will find out what the average man wants to know.

Paris, April 3.—A new law has been added to the French criminal code. It provides "that any person hiring a public vehicle knowing he will not or cannot pay will be punished with a minimum of six days and a maximum of three months in prison; and with a fine ranging from a minimum of sixteen francs to a maximum of 1000 francs." Paris taxicab drivers estimate that they are fleeced out of more than 17,000 francs daily by unscrupulous fares.

Jocular writers invariably choose Aberdeen as the venue of their stories of abnormal stinginess. These stories of the "Bang goes saxpence" variety have given the town an almost worldwide reputation, but the Chairman of the Aberdeen Royal Infirmary recently stated that it would probably astonish the jesters to know that Aberdonians last year, "banged" 1,840,000 saxpences (\$46,000) towards the maintenance of their Infirmary.



"Triple Sealed"—to protect the performance of Buick's famous Engine

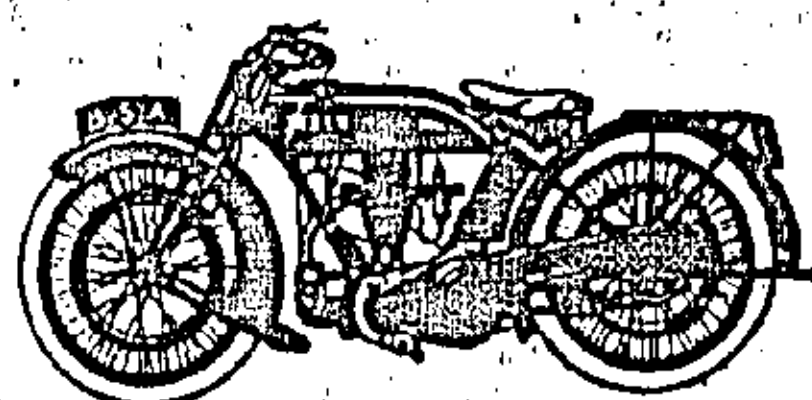
IN THE Better Buick you will oil, filter and gasoline filter) pre- find the most important vents this—halts dirt and grit at entry. And now the "Triple Sealed" valve-in-head engine. Buick leads in motor car advancement. Wherever there are motor cars, the Buick Valve-in-Head engine is known, and highly regarded for its smoothness, its efficiency. It grinds away at cylinder walls and bearings, extra power, its economy and its formance. For more efficient causing looseness and vibration, stamina. The Buick "Sealed service, for finer transportation Buick's "Triple Seal" (aircleaner, Chassis" places every operating at lower cost, buy a Buick.

The Hongkong and Kowloon
Taxicab Company, Limited.

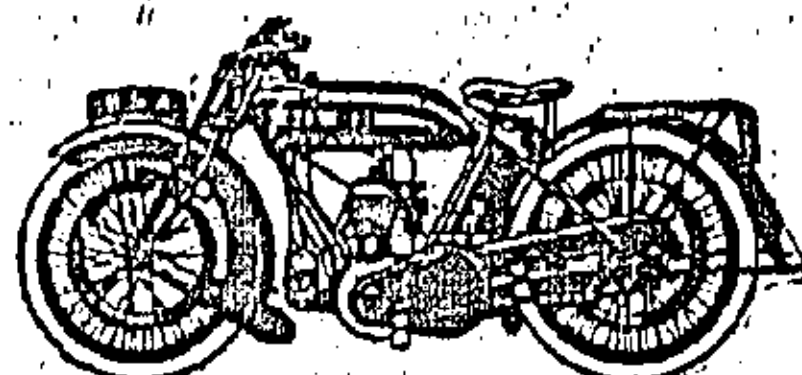
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the Better Buick

B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



Full Particulars from the
Sole Agents:

THE SINCERE CO.

A FORMER CANTON LEADER.



Above is Mr. Wang Ching-wai, the former head of the Canton Government, whose whereabouts are the subject of considerable speculation in South China.

TRADE UNION
ADMISSION.

(Continued from Page 1.)

INDUSTRIAL ACTIVITY.
CONSIDERABLE AMOUNT OF
DISLOCATION.

Rugby, May 14.
In regard to other industries which were concerned in the strike, the reports from various parts of the country tell of a general return of men to work to-day. Despite the difficulty over reinstatement of dockers, the Board of Trade announces that dockers at Liverpool have resumed work this morning in good numbers, at the old wages and hours.

The general strike has, of course, caused a considerable amount of dislocation in most industries, which were not directly affected by it. But many industries have been able throughout the strike to maintain nearly normal production. Among these may be mentioned those of motor, cycles, carpets, soap and surgical instruments.

A number of paper mills working for export have continued to produce. Even in the iron and steel industry some blast furnaces in Scotland and the Midlands have been working throughout the strike at full pressure.—*British Wireless.*

OVERSEAS HELP.

Amsterdam, May 14.
The Netherlands Miners' Federation has resolved to place a portion of its strike funds at the disposal of British miners.—*Reuter.*

DEATH OF MR. HENRY
LESTER.SHANGHAI'S RICHEST
RESIDENT.

Shanghai, May 15.
The death is announced of Mr. Henry Lester, at the age of 87 years.—*Reuter.*

[The late Mr. Lester was extremely well-known in Shanghai, where he had resided for a great number of years. Shortly after coming out to Shanghai, he established the architectural firm of Messrs. Lester, Johnson and Morris, but he retired from active participation in business several years ago. He was a big dealer in property, and owned a tremendous portion of the Settlement, the values of which have so risen since he purchased them that he was computed to be not only the richest man in Shanghai, but possibly of the whole Far East. He was a familiar figure at the Shanghai Club, where he resided, but he took no active part in public life.]

RECKLESS CYCLIST.

RUNS INTO MOTOR CAR.

A push bicycle, ridden by a Chinese youth, ran into Mr. R. E. Atwell's car as it was being held up by the pointsman near the offices of the Hongkong Telegraph in Queen's Road Central, yesterday.

Mr. Atwell, who was driving the car himself, was slightly thrown forward in his seat, while the youth, who had been thrown from his machine, got up and ran away. He was chased and caught by Mr. Atwell.

During the hearing of a charge of reckless driving against the youth at the Central Magistracy this morning, Mr. Atwell said that he had much trouble with cyclists from time to time.

A fine of \$5 was imposed by Major Willson.

FALSE PRETENCES
CASE.

AN ABSENT DEFENDANT.

Charles Hay Lai, held under an indictment of obtaining \$400 from Mr. Thorpe, a merchant of Hongkong, by falsely representing himself as being the Manager of the Yellow Star Steamship Company of China, was to have appeared before the Magistrate this morning, when his case was called.

He failed to do so, the Court being informed that the defendant had gone up to Canton, and a warrant was issued for his arrest.

Lai had deposited bail of \$500 with the police, and this was forfeited by order of the Magistrate.

GIRL DUELLIST.

AN EXTRAORDINARY
SCENE.

London, April 18.—A girl, of eighteen, belonging to a well-known Hungarian family, challenged a young man to a duel in extraordinary circumstances.

Fencing is at present a fashionable craze in Hungary.

The young man was present while two women were having about in a fencing school in Budapest.

He made a remark which the pupils resented, one of them challenging him to a duel with swords.

When the parties arrived on the duelling ground the youth, according to the regulations, stripped to the waist, but the girl refused on the grounds of propriety.

The youth's second therefore forbade the duel, upon which the girl burst into tears of disappointment.

The adversaries parted unrepentant.

STOPPED EXPRESS.

RISKED AS FINE TO VISIT
CONSTITUENTS.

"To stop the train in case of emergency pull down the chain. Penalty, for improper use, £5."

Express trains are rarely pulled up by passengers, but even the threat of a £5 penalty does not deter when the individual thinks he is having his money's worth.

Such an incident occurred recently in the West Country, and was narrated to a *Daily Chronicle* representative recently by a railway official.

"An M.P. was on his way to an important meeting of his constituents," he said, "when he found he had got into the wrong train, and would be carried more than 100 miles beyond the town he had to visit."

STOPPED OUTSIDE STATION.

"He consulted the travelling ticket collector, who could not take the responsibility of stopping the train. Then the M.P. decided to pull the communication cord and risk the consequences."

"Accordingly, he gave his name to the collector, brought the express to a halt just outside the station to which he had booked, and went rejoicing to meet his constituents."

"Was he prosecuted? I don't think so, although I am not sure. All cases like this are reported to headquarters, and are dealt with on their merits. Possibly this M.P. was advised to make a small donation to a railway charity, and there the matter would drop."

But all passengers have not the resource and nerve of the M.P. in question. A Devonshire woman travelling to keep an appointment with a specialist in Exeter—an appointment made two months previously—was whirled into unhappiness, confusion, and Paddington. She, poor soul, with deafness creeping on her, had not heard the stentorian warnings, "First stop, London!"

It is not unusual for the tale to be told of a man who lost a big drum, but the losing of a whole band by its regiment must surely be unique in the history of the Army. Yet the 7th Scottish Rifles on a recent church parade managed to do this quite successfully.

The band taking a wrong turning while the battalion carried on by itself. The S. R.'s are the only regiment permitted to carry rifles on church parade, and sentries are posted outside the house of worship during the service. This is a relic of the days when the regiment was composed of Covenanters, who remained armed in preparation for the sudden appearance of the King's dragoons.

THE WORLD'S
BEST
BABY CARRIAGES

EXQUISITE APPEARANCE AND MAXIMUM COMFORT FOR BABY. PERFECTLY SPRUNG, ON MOTOR CAR PRINCIPLE.

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No. 361. SUELE AS ILLUSTRATION.

\$ 140.00

CALL AND INSPECT THE NEW MODELS IN OUR FURNISHING DEPARTMENT.

Prices Range from \$85.00 Upwards

LANE, CRAWFORD, LTD.

CITIZENSHIP.

By the Rev. G. R. Lindsay, M.A.

"Our citizenship is in Heaven,"—*Philippians*, 3.20. These words were addressed to a people very proud and very jealous of their rights as citizens of the Roman empire. Philippi had been made a Roman colony by Caesar Augustus, and was not only a Roman stronghold against the mountaineers of Thrace, but was growing ever more wealthy through the adjacent gold mines. The people were proud of their rights of citizenship with Rome. They lived at Philippi, but they belonged to Rome.

The apostle says "your citizenship is in Heaven." He was writing for Philippian Christians who had almost lost their privileges of Roman citizenship by treating with heathenism. "You are living in Philippi," says he, "but you belong to Heaven." What does he mean? Citizenship of Rome did mean something real and tangible, and present, whereas Heavenly citizenship seemed somewhat too far off to be real, and too much in the future to be helpful. The meaning was this. The state to which you belong determines your outlook and ideals. If your citizenship

is earthly, your ideals and aims will be material, and if your citizenship is heavenly, your outlook will be spiritual.

The aims of the Philippians were summed up in one pregnant phrase, "they mind earthly things." They were "citizens of earth," so they minded earthly things. They became creatures of sense and time in the grossest sense. Only what could be seen and felt and handled was worth while. To these, man's life consisted in the abundance of things which he possessed, to make this world as agreeable as possible, and then anything left would do for idealism. St. Paul urges the Christians to live and labour as those who, while living in Philippi and discharging the duties for others, which this involved, belong to Heaven. They are to live as becomes those who count the spiritual order supreme, and who live by its laws. "Let your life," he says, "be fit your citizenship. Give your attention to the things around you, but let your affection be set on things above, where Christ sitteth at the right hand of God."

200 EXPEDITIONS.

A YEAR OF EXPLORATION.

No fewer than two hundred exploration expeditions and ventures are setting out this year to make discoveries—more than ever before in the history of the world.

Seven attempts to penetrate into the Polar ice will be made by sea and air. Two or three exploring parties are going to Egypt to wrest from the desert sands the secrets of antiquity. And there will be a great number of expeditions to out-of-the-way countries to study eclipses, sunspots, strange animals, and lost civilisations. Oceanographical expeditions to study under-sea life and the ocean bed will leave many ports.

One expedition goes to the Gobi desert in Central Asia to search for more dinosaur eggs. Explorers, who were there last year, think it was there, that the human race took its origin, but this is a point on which archaeologists are far from agreed.

Another ancient civilisation to be explored is that of the Maya peoples of Central America. The British Museum contains many fine specimens of the carvings of those people executed in the days of their greatness.

An expedition to Greenland will attempt to find how the ice mountain of that country affect the climate of the British Isles and of Western Europe. Scientists from the Smithsonian Institute in America will disappear into the heart of Asia to measure

can, the heat of the sun and how it varies. This investigation will have an important bearing on sunspots and the influence of electronic streams on the world's weather. Astronomers will go to South Africa to chart the skies in the southern hemisphere, and another party will attempt the same task in Chile.

Excavations will be resumed in Egypt, where search will be made for the tomb of the great king Seneferu. This tomb was made before the Egyptians learned the art of making mummies. Strange footprints, supposed to be those of prehistoric animals, will be studied in the Grand Canyon of Colorado, and fossils of the Pleistocene age will be sought in Argentina. Other scientists will attempt to reveal the secrets of buried Carthage.

Oxford and Chicago universities will send an expedition to Kish in Mesopotamia to look for the temple of the "Mother Goddess" which is expected to throw light on the early history of the supposed Garden of Eden. A Philistine city in the Jordan Valley will be the objective of another party.

Unknown Alaska will be surveyed this year, and the Canadian Government will have its customary field parties investigating the mineral resources of the Dominion. New "finds" of coal or gold or silver-lead are always possible in so vast a territory.

Expeditions to Central Africa for strange animals and birds for museums and zoological gardens will be more numerous than ever.

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LATEST STYLES
IN COTTON, WOOL & SILK

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avoidable cause of irritation in Hot Weather is inferior cooking.

The use of
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lessens the excuse for bad cooking and the

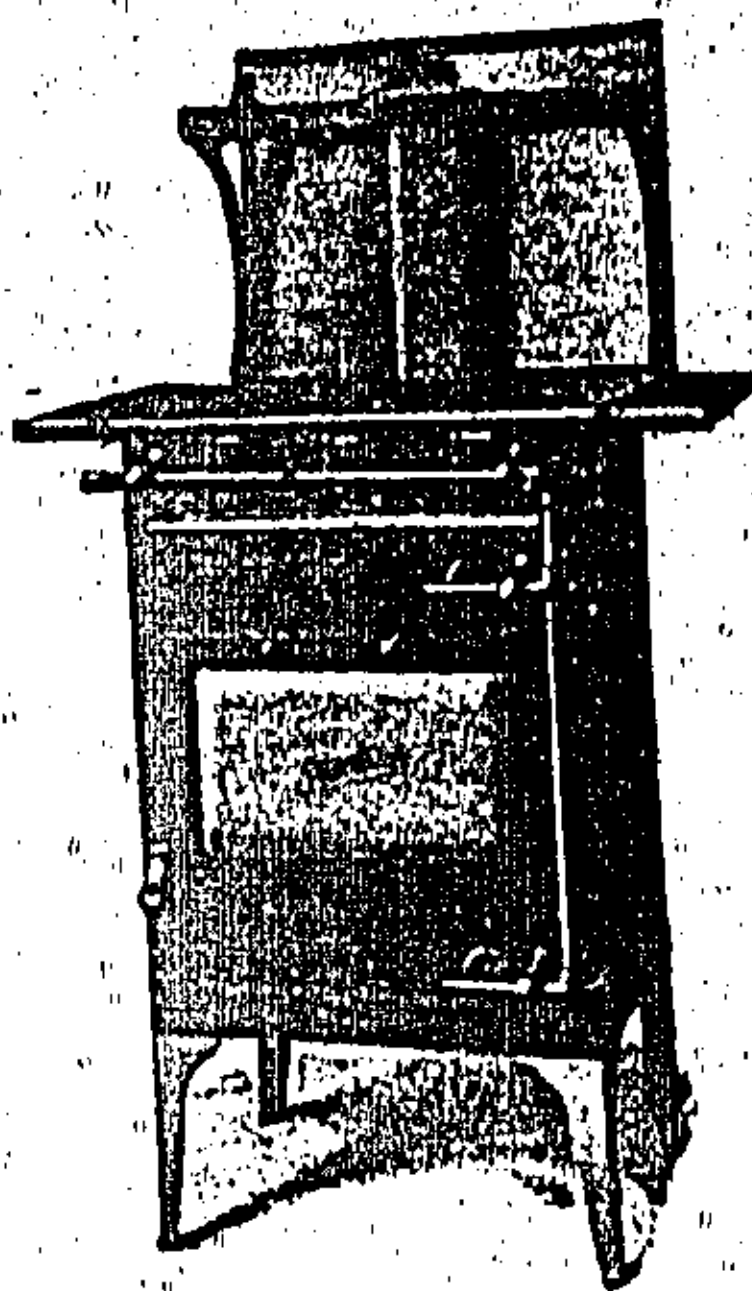
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Makes Good Cooking Easy.

Get full particulars of this worry-saving invention before the Hot Weather gets you.

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SIMPLEX

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SIXTY FOOT FALL.

HOLIDAY ADVENTURE AT LLANDUDNO.

Llandudno, April 4.—A party of four young men on holiday from London had a startling adventure on the Great Orme, Llandudno, recently.

They were Eric Lee, of Elborough Street, Southfields, W. R. Cowley, of Charington street, St. Pancras, A. E. Nash, of Carlyle Road, West Ealing, and A. C. Cuthbert, Glenfield Road, West Ealing.

The party were on the Marine Drive running round the Orme, and were playing with a small ball when it rolled down the steep slope to the sea.

Lee went after it, and vanished from the sight of his companions. He did not return, and they went in search of him. They found him at the foot bleeding from the head, and semi-conscious.

DAUGHTER.

The position was dangerous for at high tide it is covered by the sea. One of the party climbed back to the road and a motor-ambulance was called. Dr. Caldecot was fetched, and he and Chief Ambulance Officer Swain, his son, and Mr. Eccles, the lighthouse keeper, descended to the place.

They fastened a rope to the ambulance to enable them to bring the injured man up, but that was found impossible. It was decided to convey the man back by sea.

Mr. Swain jun. drove the ambulance to the boat jetty. Three young boatmen, William Lloyd Jones, David Jones, and Trevor Davies, at once volunteered, and with Police Constable Wynn, set off for their long row.

After an hour and a half the injured man was brought to the jetty, and conveyed to hospital. His injuries were a broken arm, severe cuts on the head, and concussion. Lee fell about sixty feet.

LABOUR'S POLICY.

AN OFFICIAL I.L.P. LIST.

The Independent Labour Party have been holding their annual conference at Whiteley Bay this year. They do not "cut much ice" nowadays and are at loggerheads with the leaders of their new Party. They adopted the slogan "Socialism in our time" and favoured co-operation with Communists, if the latter would drop the recommendation that force should be used. But of course this policy means the same thing as in Russia, if force can be avoided. The immediate aims were as follows:—

Full maintenance during unemployment.

Control of prices.

National banking system, with the control of currency and credit.

"Nationalization of importation of food and raw materials.

"Nationalization as co-ordinated services of railways, mines and electrical generation.

"Reorganization and development of agriculture.

"Public ownership of the land.

"National organization of the building industry and the production of building material.

"Payments to mothers and guardians to supplement working class incomes, in each household.

"A Commission to estimate a living income representing the minimum standard of civilized existence tolerable, should be set up as a beginning."

Mr. J. Maxton, M.P., who wants to nationalize the Bank of England, was one of the speakers on a resolution raising the issue of "compensation or confiscation."

He hoped there would be no distant date in the House of Commons, he said, a revolutionary Socialist majority with a mandate to appoint Commissioners who would call the shareholders of the Bank of England before them, as unemployed men were called before the Rota Committee at the Labour Exchange.

The Commissioners would say to them "Are you absolutely destitute as the result of this transference?" If they could prove that they were, an allowance would be made which would enable them to keep themselves and their families in decent physical efficiency. The resolution, which expressed the opinion that the terms and conditions of the transference to public ownership of land industries, banking and so on should be determined by the circumstances obtaining at the time of transfer, was carried.

FAMOUS WAR GERM.

CLAIM OF NOTED SCIENTIST UPHOLD.

Probably for the first time the law courts have been called upon to decide patent rights in a bacillus.

It concerned the bacillus "By," which was isolated by Dr. Weizmann, the bacteriologist and Zionist leader. By the action of the "By" upon starch of maize, acetone and butyl alcohol are produced, products which are an essential constituent of cordite, and largely used by the Government during the war.

Dr. Weizmann was granted patent rights in 1915, and in the action decided recently the Court granted an injunction (on behalf of the Commercial Solvents Corporation, Ltd.) against the Synthetic Products Co., Ltd.

The latter claimed the process was the invention of Prof. Farnbach (Paris) and Mr. E. Halford Strange.

Mr. Justice Romer decided that the bacillus was isolated by Dr. Weizmann, after arduous experiment, and without any information from the scientists mentioned.

THE ALLIES' GRATITUDE.

Mr. Lloyd George paid a great tribute to the genius of Dr. Weizmann and to the work he did during the war.

Speaking at a meeting of the Jewish Historical Society in May 1925, Mr. Lloyd George said:—

I personally owe a deep debt of gratitude to Dr. Weizmann. In the Ministry of Munitions I was confronted with one of the most serious crises with which I was ever beset. It was one of those unexpected things that come upon you like a cavalry charge coming up against a chasm. And I found such a chasm. As I marched from gun to gun, from shell to shell, I suddenly found that we had not got one of the great motive powers to make cordite—wood alcohol!

I turned to Dr. Weizmann. Alcohol had to be made out of wood, and he trained little animals—I don't know through how many generations—to eat sugar, and the alcohol was made out of maize. And then there was plenty of "corn in Egypt," and we were saved. I felt a deep debt of gratitude, and so did all the Allies, to the brilliant scientific genius of Dr. Weizmann.



DO YOU HAVE BAD DREAMS?

If you retire at night before your last meal has been sufficiently digested, or with your system clogged with poisonous waste which should have been expelled, you cannot expect to enjoy sound peaceful sleep.

To aid digestion one Pinkette taken after the evening meal is sufficient. The laxative dose is two. Taken when needed, Pinkettes ensure daily regularity, banish sick headaches, bilious attacks, liverishness, keep the skin clear and the breath sweet; relieve Piles.

Your chemists sell Pinkettes, or post free, 60 cents; the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

wood, and he trained little animals—I don't know through how many generations—to eat sugar, and the alcohol was made out of maize. And then there was plenty of "corn in Egypt," and we were saved. I felt a deep debt of gratitude, and so did all the Allies, to the brilliant scientific genius of Dr. Weizmann.

When Dr. Weizmann was asked what reward he would like, he merely asked to be able to do something for his countrymen, and this was one of the contributory causes of the Palestine Declaration.

FREE 10-day test. Send the coupon

Cloudy teeth— dull teeth

How to make them whiter—quickly

The new way world's dental authorities advise. What to do

THOSE whiter teeth that you envy. Don't think they are beyond you. You can now lighten dull and dingy teeth—make them gleam and glisten.

Modern science has discovered a new way. A method different in formula, action and effect from any you have ever used. This offers you a test. Simply use the coupon; it brings free a 10-day tube.

Look for film on your teeth—that's the cause. How to combat it

Look at your teeth. If dull, cloudy, run your tongue across them. You will feel a film. That's the cause of the trouble. You must fight it.

Film is that viscous coat which you feel. It clings to teeth, gets into crevices and stays. It hides the natural luster of your teeth.

It also holds food substance which ferments and causes acid. In contact with teeth, this acid invites decay. Millions of germs breed in it. And they, with tartar, are the chief cause of pyorrhea.

So dingy teeth mean more than loss of good appearance. They may indicate danger, grave danger to your teeth.

New methods now that mean greater tooth beauty plus better protection from tooth troubles

Ordinary tooth pastes were unable to cope adequately with that film. Not one could effectively combat it. Harsh grit tended to injure the enamel. Soap and chalk were inadequate.

Now modern dental science has found new combatants. Their action is to curdle film and then harmlessly remove it. They are embodied in a new-type tooth paste called Pepsodent—a scientific method that is changing the tooth cleaning habits of some 50 different nations.

Protect the Enamel
Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

Don't you think it worth while to try it for 10 days; then to note results yourself?

Send coupon for free 10-day test

Make the test today. Clip the coupon for a free 10-day tube. Or get a full-size tube of your druggist. Why follow old methods when world's dental authorities urge a better way?

Pepsodent

The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

THE PEPSODENT COMPANY,
Dept. Ch-18, 1104 So. Wabash Ave., Chicago, U. S. A.
Mail 10-Day Tube of Pepsodent to

Name _____

Address _____

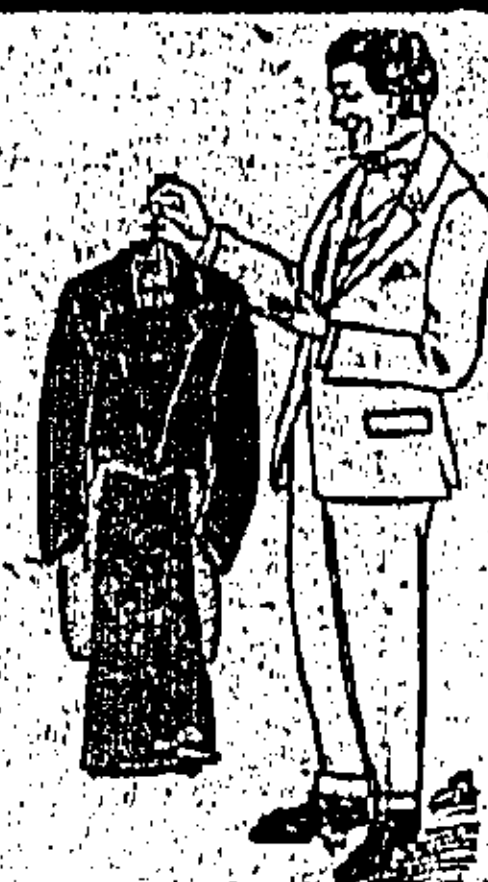
Give full address. Write plainly. Only one tube to a family.

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You will soon be putting away your winter clothes. Before you do so, send them to us to be dry-cleaned and pressed, so that they will be in a fresh condition when you need them next Winter.

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THE INTERNATIONAL DRY-CLEANING & DYEING CO.,
19, Wyndham Street, HONGKONG. 36, Nathan Road, KOWLOON.
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Strong, Permanent, Alkali and Weather Proof. Endorsed the world over in all climates.

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DAVIE BOAG & CO.,
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For your floor—furniture—and every domestic article requiring a stained and varnished finish

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Oaks—Walnut
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Can be applied by anyone. Always reliable, never sticky. Non-poisonous and Durable.

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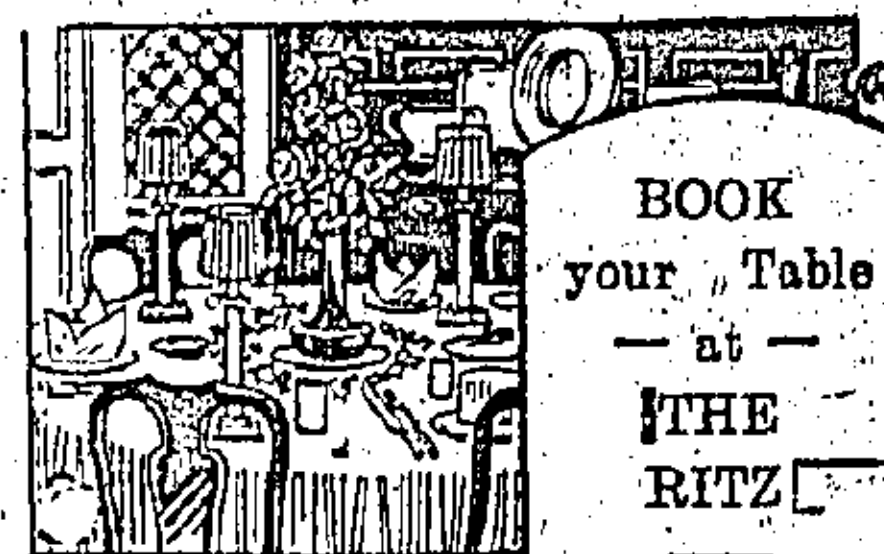
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THE RITZ
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From the man's viewpoint

HE may thrill to your smartness yet never notice the cut or color of your gown. But should he glimpse the slightest trace of unsightly hair—the whole impression is spoiled; he classifies you from then on as a woman lacking in fastidiousness.

Avoid this unfair criticism. Keep your underarms, forearms and neck clean and fresh with the depilatory famous in France for over one hundred years—X-BAZIN! Safe, easy to use, delicately fragrant, X-BAZIN leaves your skin petal-soft and white. X-BAZIN does not coarsen, darken, or encourage future hair growth. And it takes but a few minutes to perform its important duty. Be fair to your beauty! Use X-BAZIN.

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X-BAZIN

Famous French Way of Removing Hair

Exclusive Agents for South China
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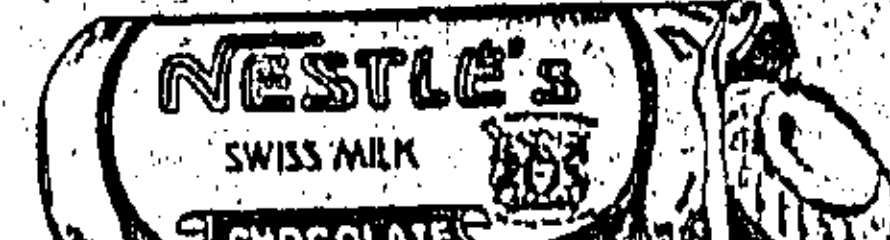


Napolitans.

THE MOST CONVENIENT
PACKING.

Blue Bird, Cafe Wiseman, etc.

NESTLÉ'S



Croquettes.

EACH PIECE SEPARATELY
WRAPPED.

Blue Bird, Cafe Wiseman, etc.

NESTLÉ'S

WOMEN'S INTERESTS



The two bathing suits are designed especially for Florida wear. Both are of printed silk. The one with the Chinese hat is in red and white, and the other is in shades of green and yellow. Apparently the Florida bathing suit censors are a tolerant set!

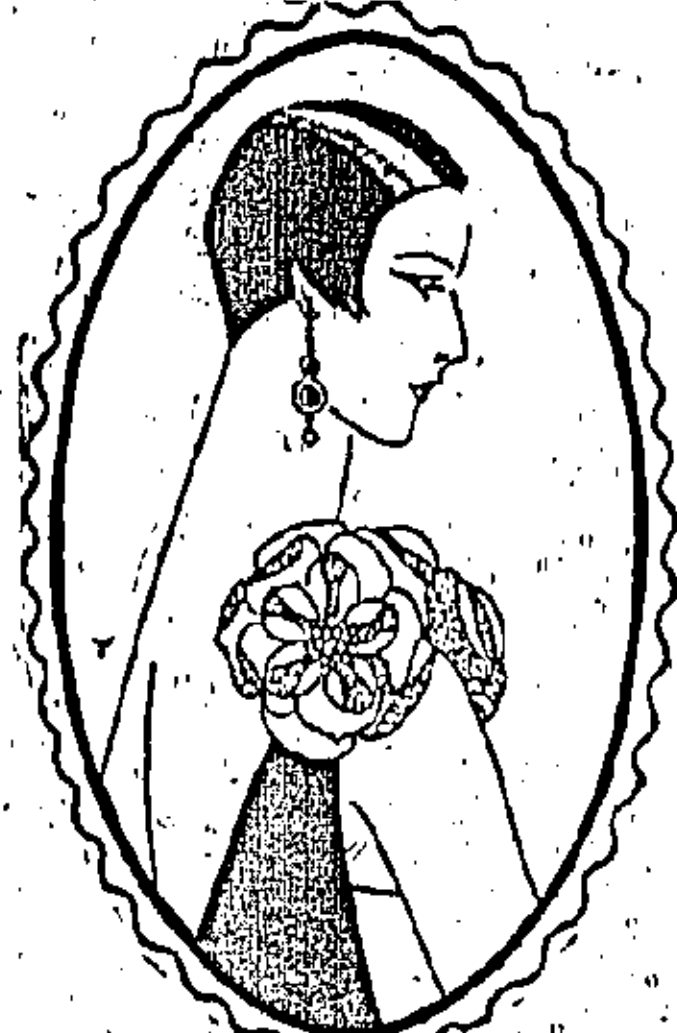
THE SPANISH SHAWL.

The most vivid note in the colourful modes of to-day is without doubt the Spanish shawl, which, in spite of its long run, remains "obstinately successful" (says the *Sunday Chronicle*).

No wonder, for it is one of the most romantic and flattering wraps a woman can wear. Put on properly, it can turn a pretty woman into a siren, and make a plain one—worse than pretty!

One does not have to be a striking Castilian brunette to wear a Spanish shawl. Luckily the colours and folds may be modified to suit the quietest little ash blonde, or the grey-haired grandmother.

In fact, the shawl is a garment of grace, and its vogue is definitely established as "just the thing" to slip on in the evening—for a dance, the theatre, or an evening with friends.



One of the newest treatments of the "twin flower" ornament, as featured, is to place it at the shoulder with one flower facing forward, the other back.

THE MODERN MIRROR.

BY "A MODERN MISS."

The mirror, at one time the emblem of feminine vanity, serves quite another purpose to the modern girl. To her it is a kind but candid friend to whom she looks for the truth upon many occasions. A friend's advice upon dress and other personal matters is not always to be relied upon. She may have different taste or not appreciate precisely the peculiar qualities of one's own personality. But the modern girl finds that her mirrors will never let her down.

She can always be sure of a frank and unbiased criticism, and so she has come to consult it on many points upon which her friend's judgment may not be entirely trusted. It does more than show the latest wrinkle or blemish on her skin. By means of it she gets the first warning of strain or overwork, and immediately, if she is wise, slackens and has a little change, to be rewarded on her next consultation with her unobtrusive but faithful friend by the vision of a new self, fresh and blooming.

She looks to it for help in cultivating her expressions, for cultivated expression can be as captivating as natural ones, and a long mirror hung where it gives plenty of room for seeing the whole figure is a most valuable means of detecting ugly and ungraceful movements in her walk.

To dance before one, is the surest way to gain a graceful appearance on the dance floor, while to sit down on a chair and rise again in front of one will reveal many little surprises to the woman who has never consulted it on this point before.

In fact the real services that the modern mirror renders to the modern miss are almost beyond count. It is undoubtedly our most constant and most useful friend, and does more than anything else towards giving us that divine "gliffie" of really seeing "ourselves as others see us."

FASHION NOTES.

In this day of brilliant colours it was strange to go to a collection of models at one of the smartest *couturiers* in the Rue de la Paix, and to see that almost all his evening dresses were black!

Chiffon and lace combinations were very successful. There has been a great deal of talk recently about black evening dresses. It is just possible that this type of frock may have a strong vogue, as a contrast with the vivid printed effects which will be worn in the daytime.

In any case, it is certainly a fact that at smart evening places many of the newest and smartest evening gowns are black.

Everybody is interpreting the unwritten fashion laws for afternoon dress, that the dresses shall be sleeveless. This gives a grace to the short-cut haired type, and makes the dress hang in the plain way to suit this type. It is said that the sleeveless dress is a boon to the dancer, and the idea is to have a long reign.

The sleeveless dresses are cut very tight; the belt is generally worn low.

FASHION NOTES.

Silver and gold are very popular just now and the new materials do not tarnish as of old. Metal has established itself in the dress-making world. It is woven into silks, and made into trimmings, sequins, beads, and buttons. The new form is made into a kind of armour, like a chain coat of mail.

Afternoon dresses may be simple and less expensive, particularly if worn under a well-cut coat. A black *plisse* satin skirt, with a white or black satin jumper, makes a useful afternoon dress.



Better than a mariner's compass or a guide book, if you plan to travel in France, is the costume pictured above. A map of all Paris is revealed between your chin and your knees. It's one of the new silks and one of the new styles—full-skirted jumper and pleated skirt.

DANGLING WATCHES.

Women at various times have worn their watches in all sorts of possible and impossible positions, sensible and otherwise, but the way in which I saw a watch worn yesterday struck me as being quite new (says a *Daily Chronicle* writer).

A small ball of clear green enamel and gold dangled at the end of a long fine gold chain, in the same way that women wear mascots, medallions, and such-like, hanging round their necks. Only close looking showed that the jewelled ball, like the earth, was flat bottomed, and in the bottom was the face of one of the wee-est watches imaginable.

DO YOU KNOW THAT?

The smart French woman is wearing hats which turn upwards in front? One sees more off-the-face models in Paris than anything else. Beret tams are much smaller than they were a month ago, being nothing more or less than small turbans cleverly draped.

Short skirts demand short hair and long skirts demand long hair? It is much smarter to be dressed in one colour from shoes to hat than to be dressed in contrasts? The smart woman even matches her beads and handkerchief to her costume.

Light coloured shoes and stockings will be worn to blend with pastel frocks and suits?

Bracelets are the most popular jewellery accessories this season? "Flowers made of feathers trim some of the smartest imported hats for Spring?"

For wear with boyishly bobbed hair round combs are designed which extend about the back of the head being covered with tinsel leaves or flowers which form sprays over the ears?

Red is a favourite colour for the evening wrap?

Hosiery of pinkish beige tones still rules supreme for day wear?

Linon or pongee slippers are worn for sports wear? Sometimes they are coloured to match the frock.

Very few flowers are worn on the shoulders of evening frocks these days?

One-sided hats are very smart this season? Usually the left brim is short or is turned up, and the right brim is projecting.

Nightgowns of flowered georgette or flowered crepe are popular with smart women?

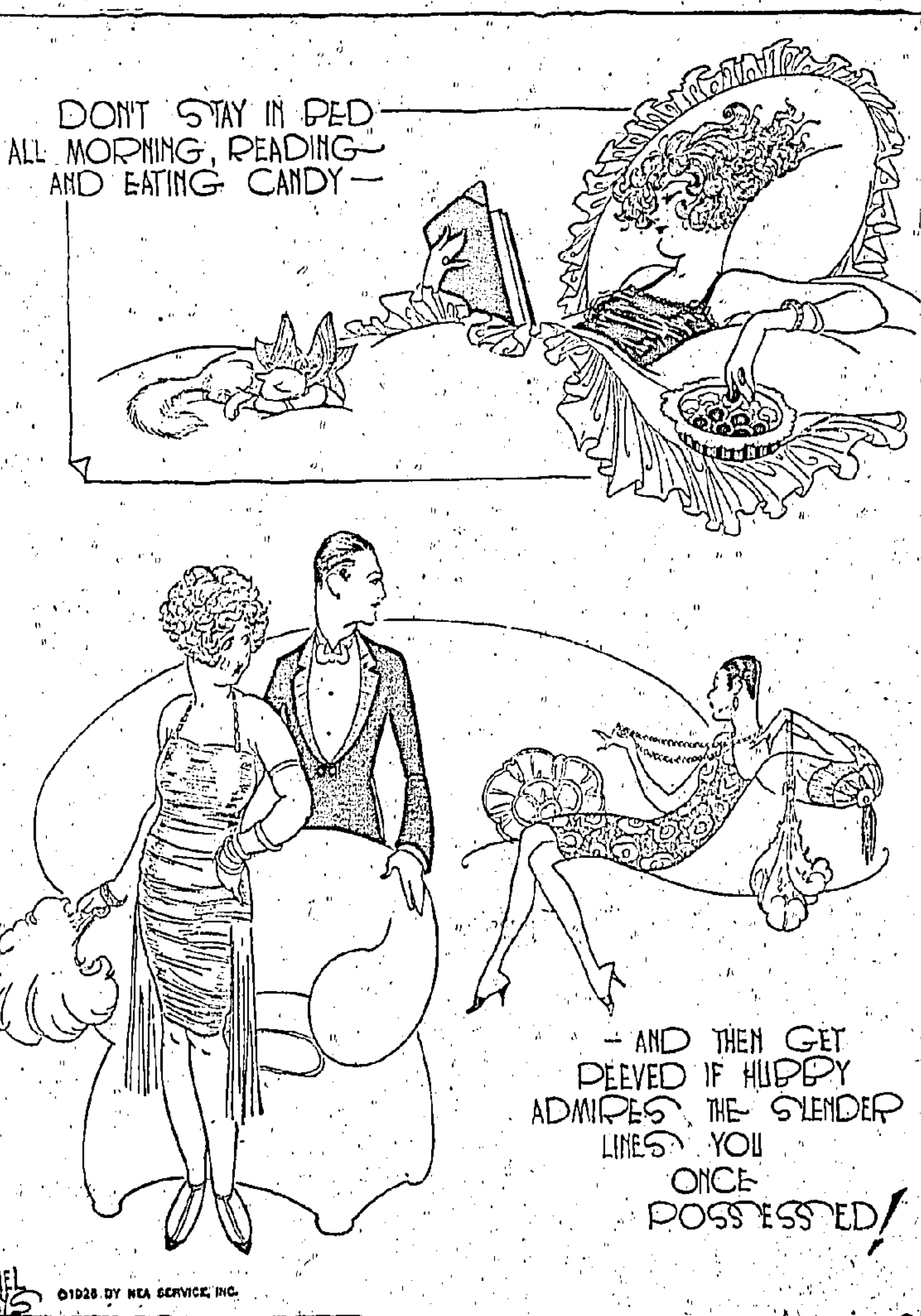
Below-the-knee garters are getting to be a thing of the past?

THIS WEEK'S RECIPE.

APPLE CHARLOTTE.

Line a round greased cake tin with thin slices of bread, to fit accurately. Then fill up with stewed apples. (Newton Pippins are always reliable.) More bread is placed on the apples, and any nice flavouring is added. Quince marmalade is much liked. Bake for about twenty minutes and turn out.

DON'T STAY IN BED
ALL MORNING, READING
AND EATING CANDY—



— AND THEN GET
PEEVED IF HUSBY
ADMIRES THE SLENDER
LINES YOU
ONCE
POSSESSED!

SLEEVES AND SKIRTS.

Very short sleeves have been revived by some houses, and have caused speculation. But the full-length sleeve, sometimes with fullness near the wrist, remains the choice for the majority of gowns.

Of more special prominence in sleeves is the favour shown to the under-sleeve of lingerie or light silk. It matches the plastron vestee which appears on both afternoon and morning dresses. These little vestees and sleeve touches of lingerie are charming, but evoke some criticism from the wearers, as being difficult to keep fresh.

Not all are of organdi, however. Many are of white or cream georgette, and fine guipure laces to the old beige shade, have good standing.

With regard to skirts, the length of them is a problem, as they cannot be made any shorter, and it is against all the laws of fashion for them not to change from one season to another. On the other hand, they are so popular that it will be difficult to persuade woman to lengthen them.

The "flare" at the bottom of the skirt still persists, but this "flare" treatment has had its day, it would seem, for many *couturiers* in the Haute Mode have discarded it, fine pleating being substituted.

Perhaps in the wake of the short-skirt style comes the present vogue of jagged and ragged hem-lines. Perhaps it is to call attention to the charm of lovely calves that skirts end in scallops, points, uneven pieces, tabs, and all sorts of irregular themes. Sometimes panels or aprons for tunics fall to a length below the regulation hem-line.

PARIS IS WEARING.

Peter Pan collars in gold and silver wire.

An "all grey" ensemble, which is the latest and most chic scheme for day wear.

Jumper suits of grey "frisco" piped with jade kid.

Dress yokes slashed deeply down, back and front, to disclose a V of contrasting coloured cloth or flesh pink lace.

ORNAMENTAL BUTTONS.

While the use of buttons for fastening purposes has gone out of fashion, there has never been a time when such a wonderful assortment of ornamental buttons was displayed in the shops (says the *Daily Telegraph*). Some of the new shapes can be had in twenty different shades, of which pastel are the most popular. Ball-shaped buttons are being introduced from Paris, and a novel attachment enables them to be used as cuff links with a smart blouse. Transparent glass buttons are made in effective colourings, and the new metal buttons are in filigree work, or in imitation oxidised silver or dull gold. Pearl buttons are very fashionable, and are sold in many different shapes. Large buttons, for use on coats, are handsomely carved.



Towler takes the air with his mistress every time she slips into her dark blue crepe frock; for Towler is as much a part of the decorations as the plated satin bands on the lace collar and cuffs. Red satin piping matches Towler's red or flesh pink lace.

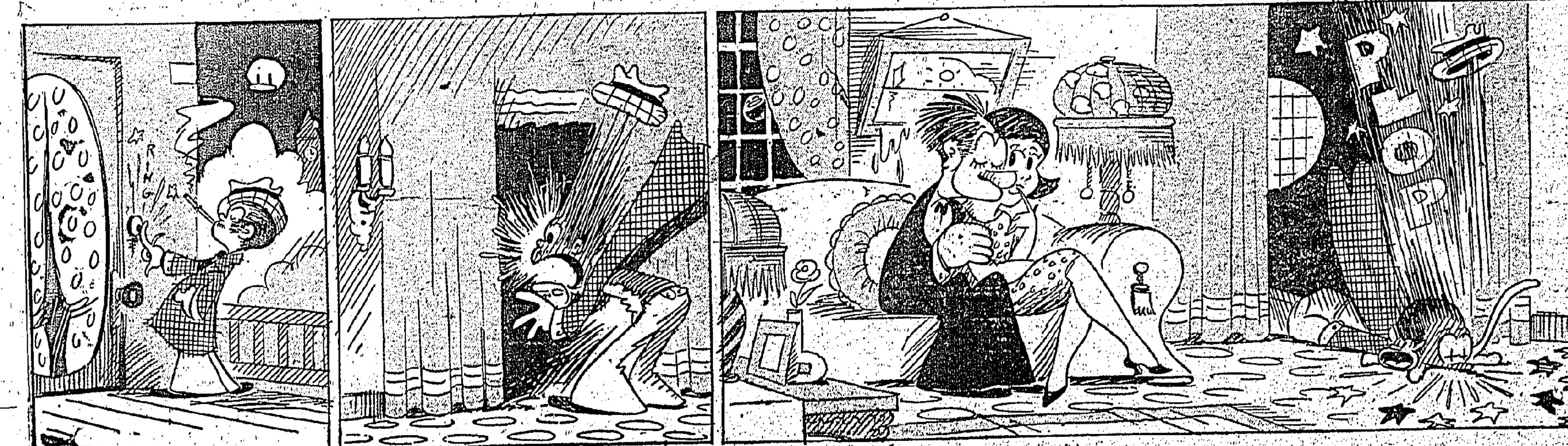
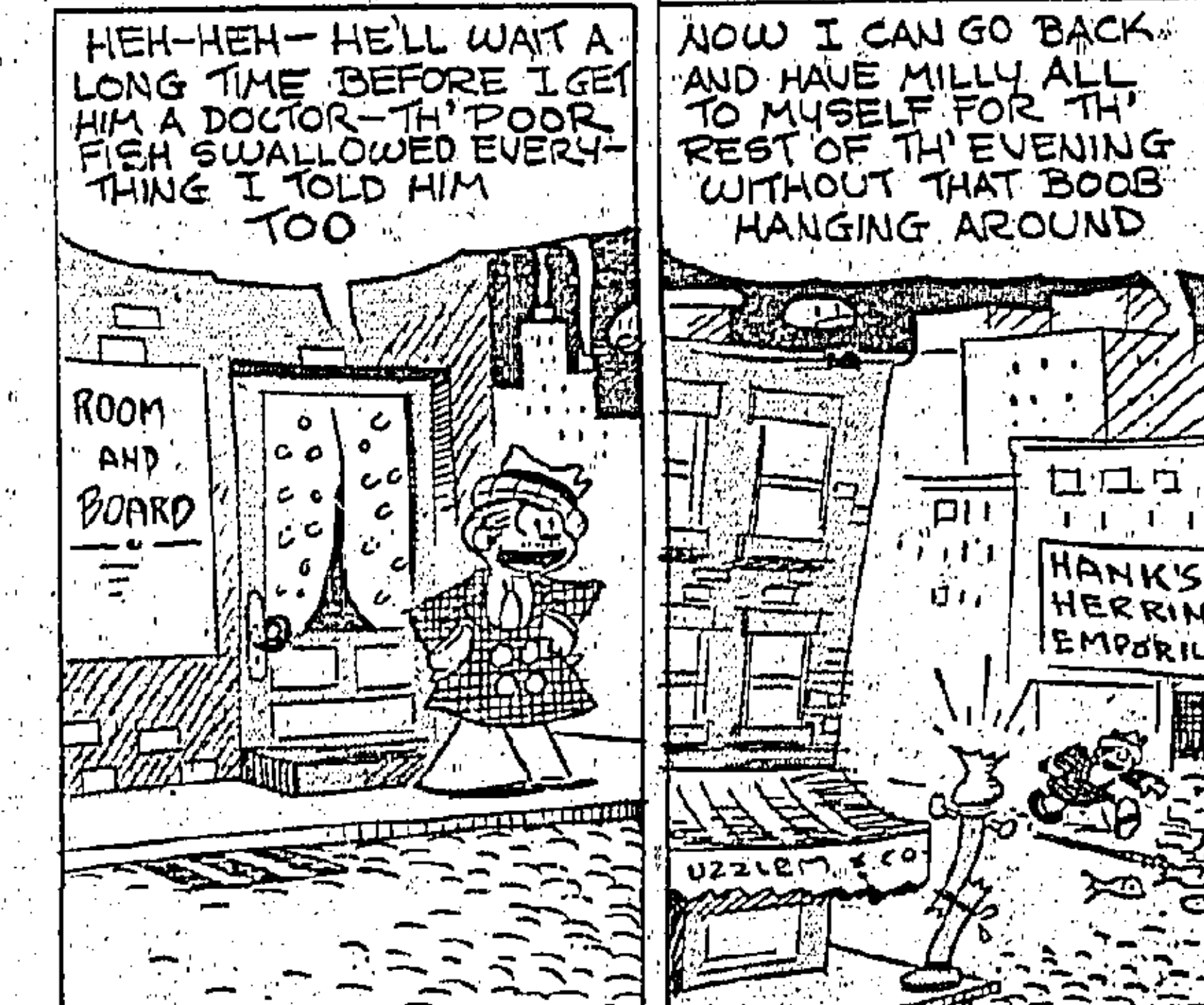
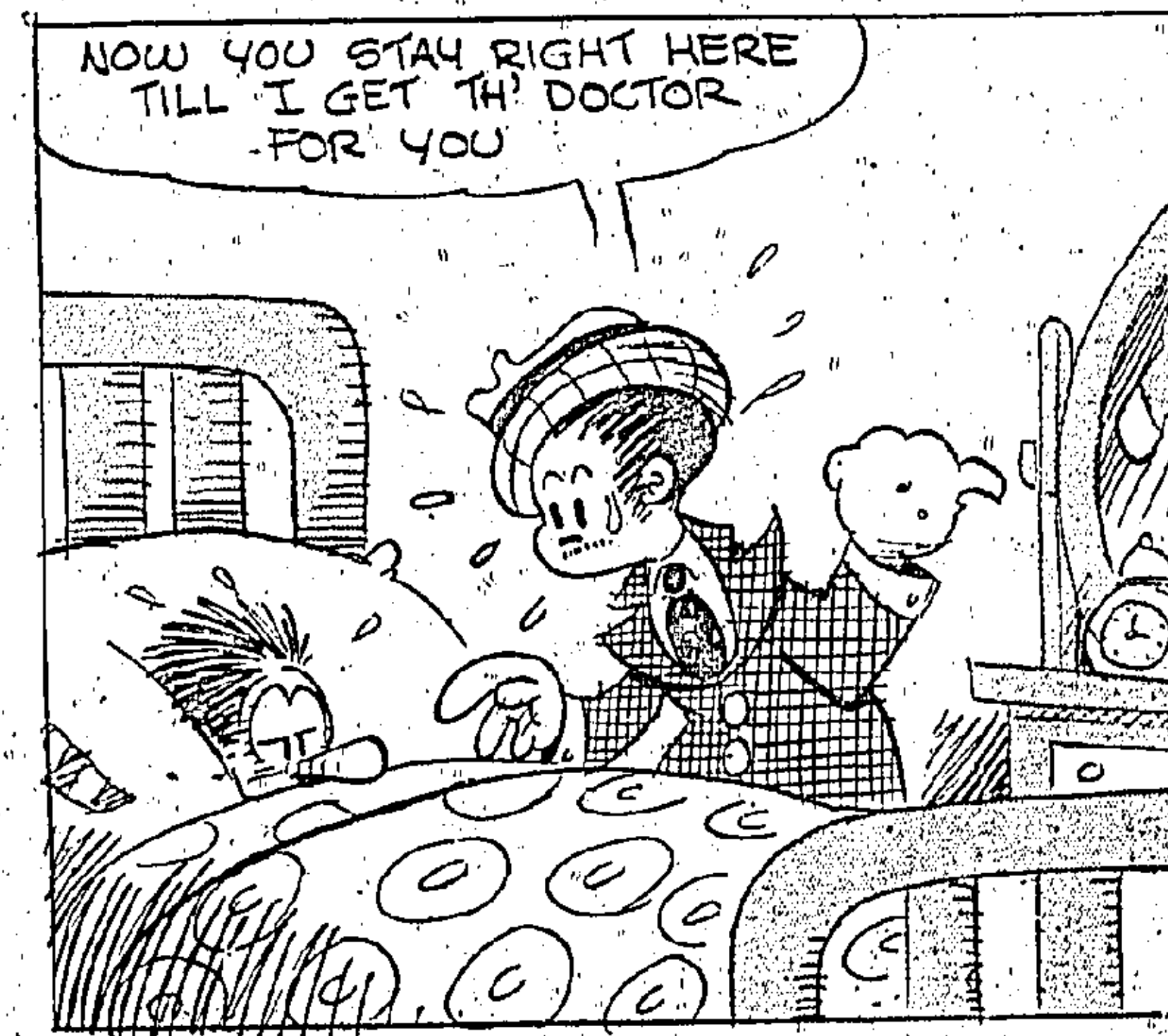
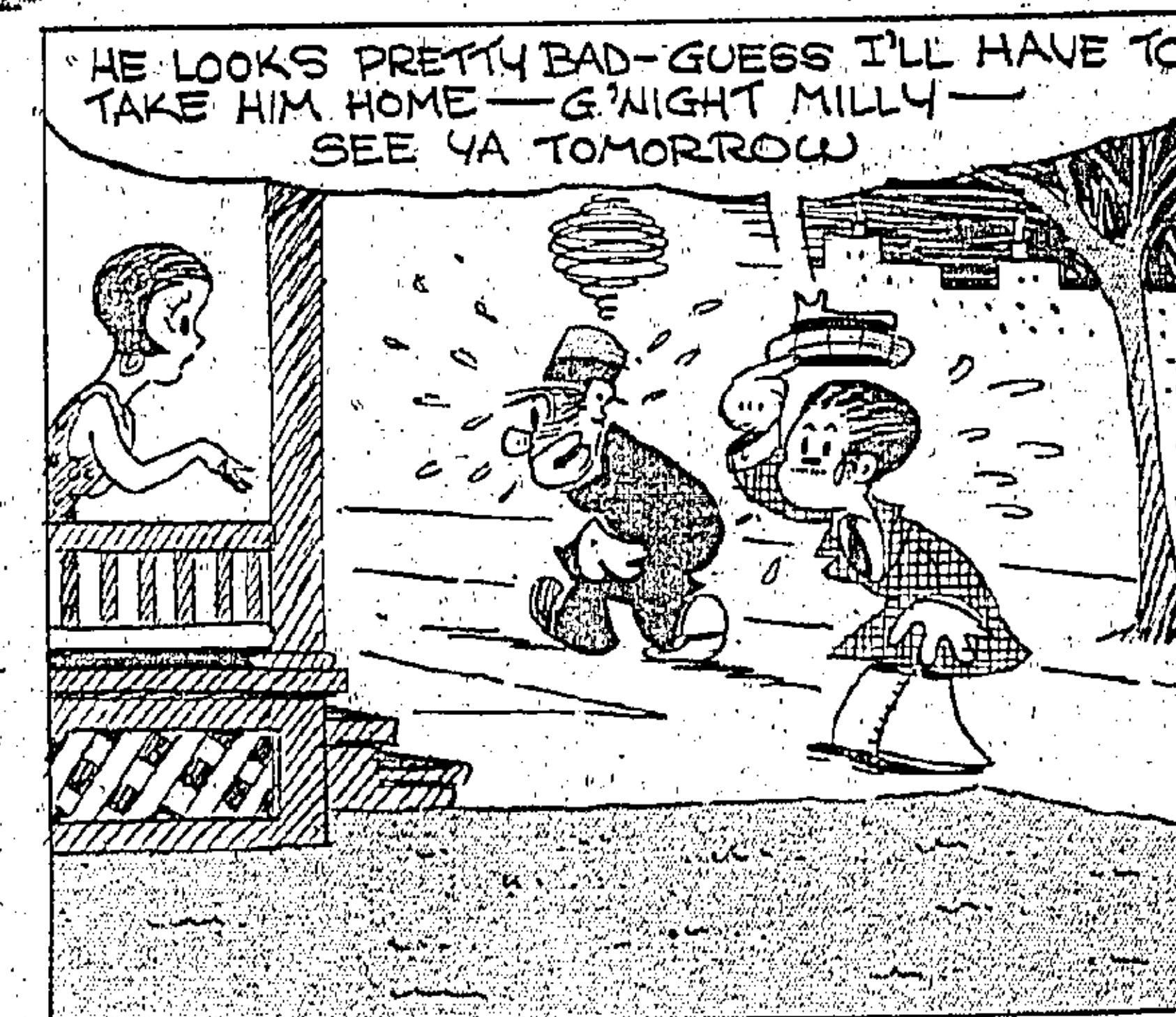
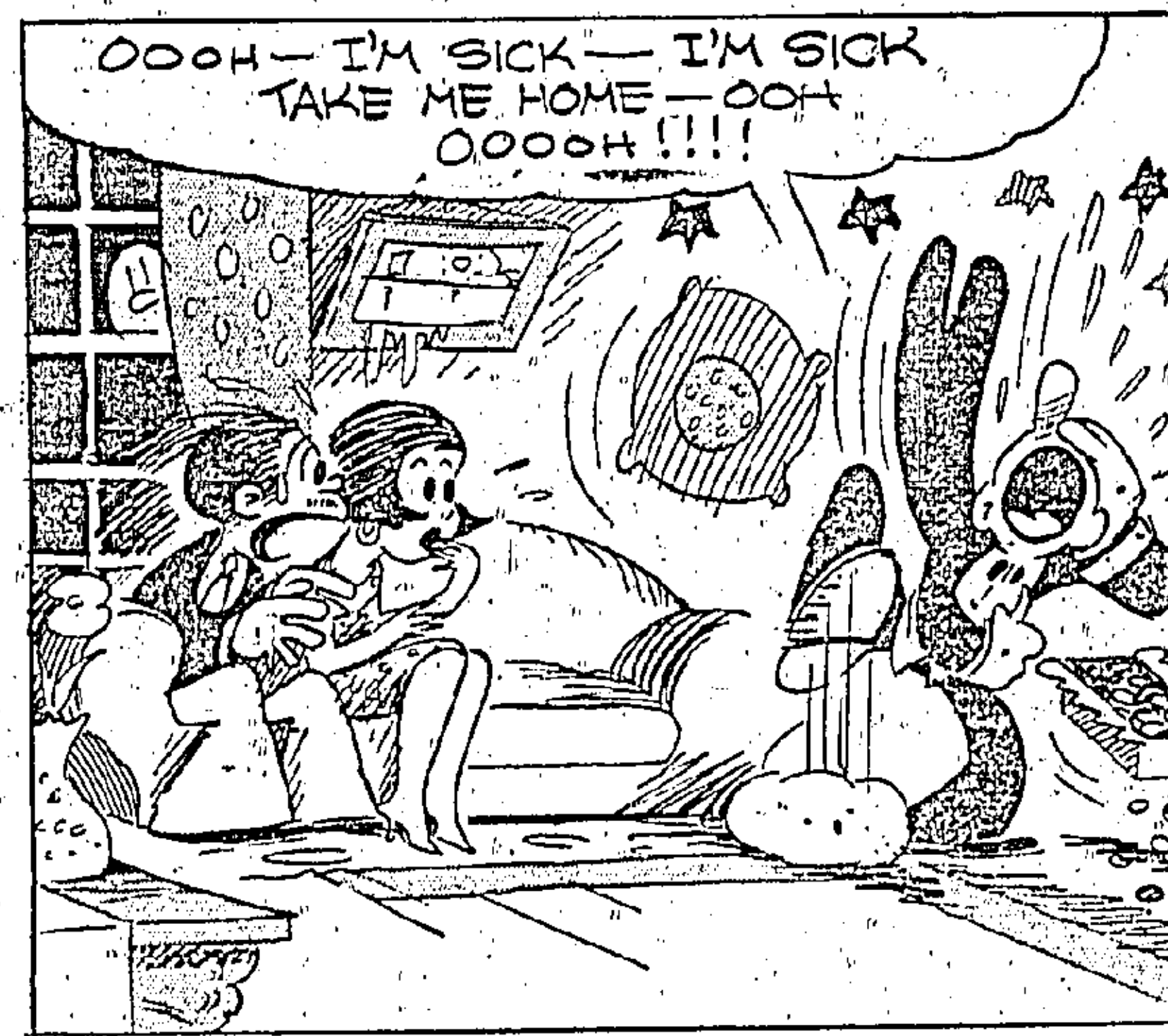
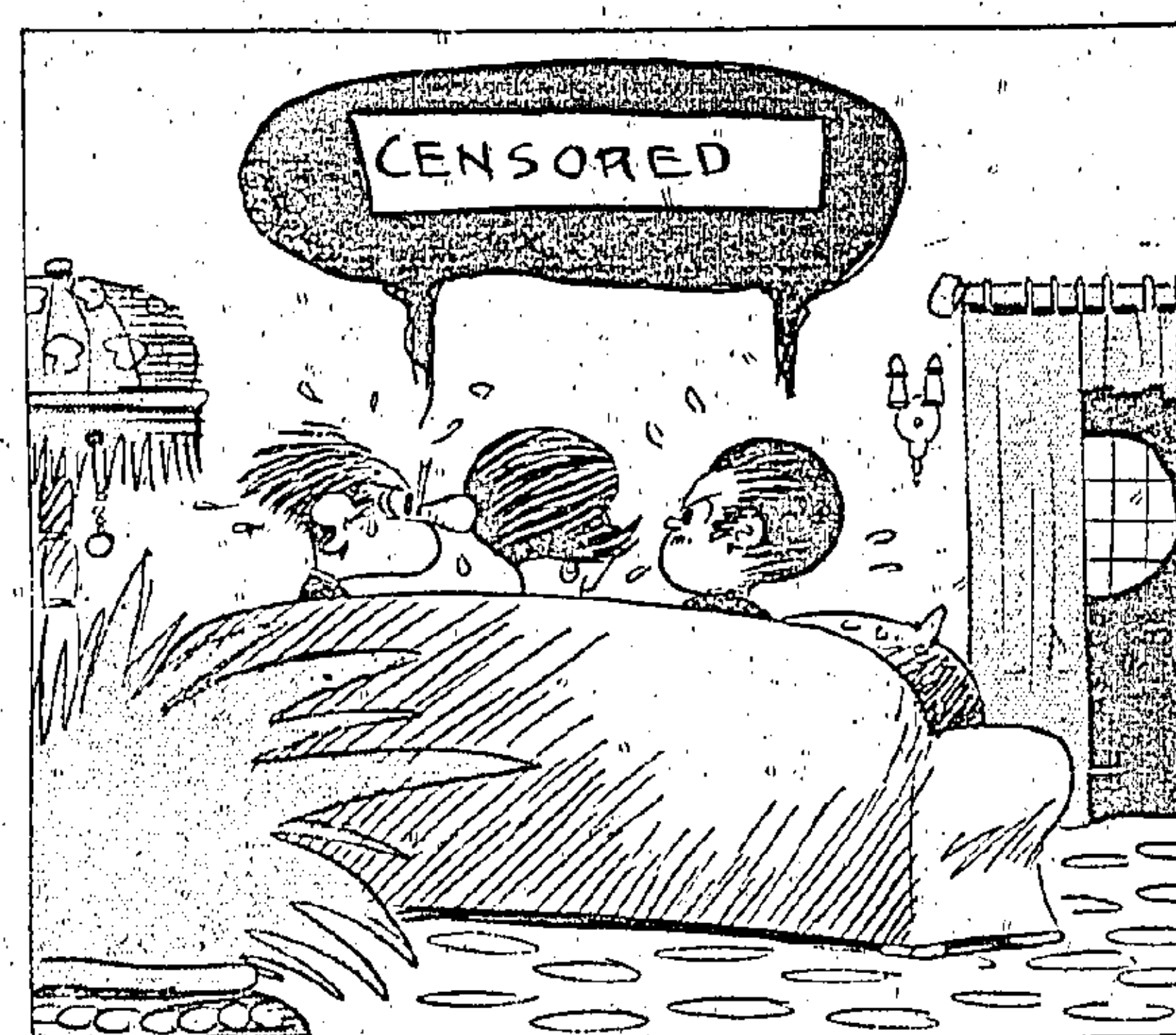
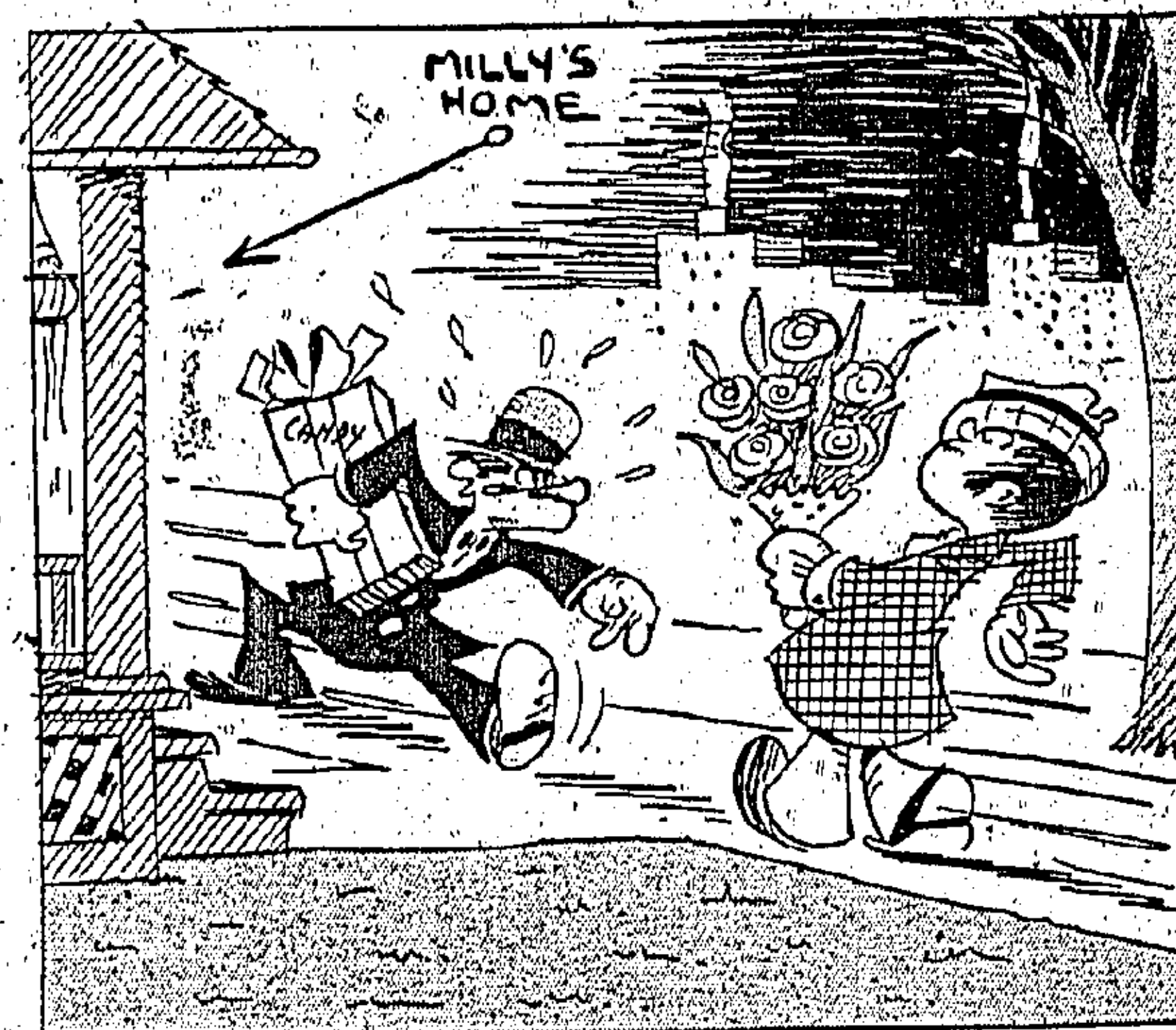
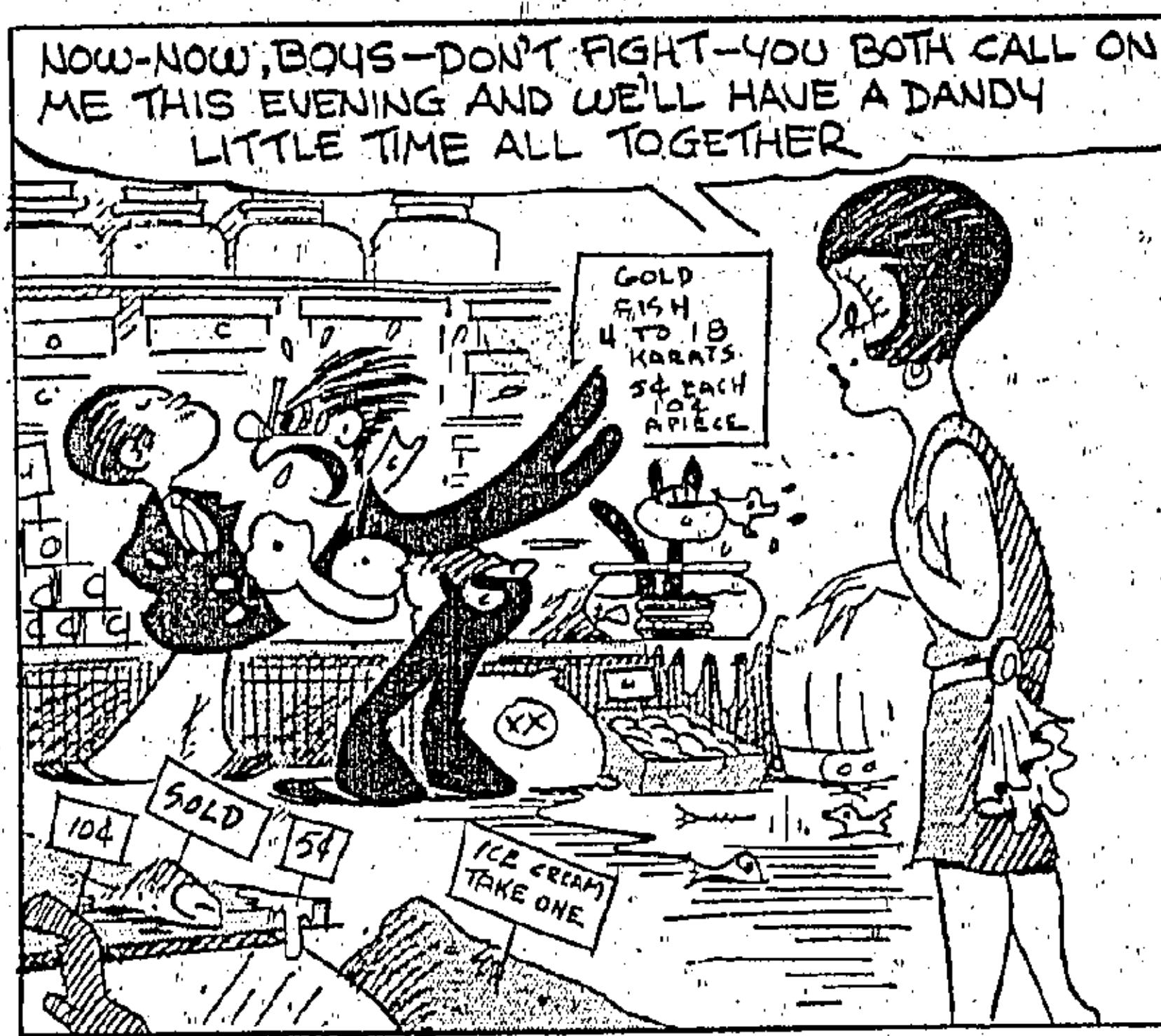
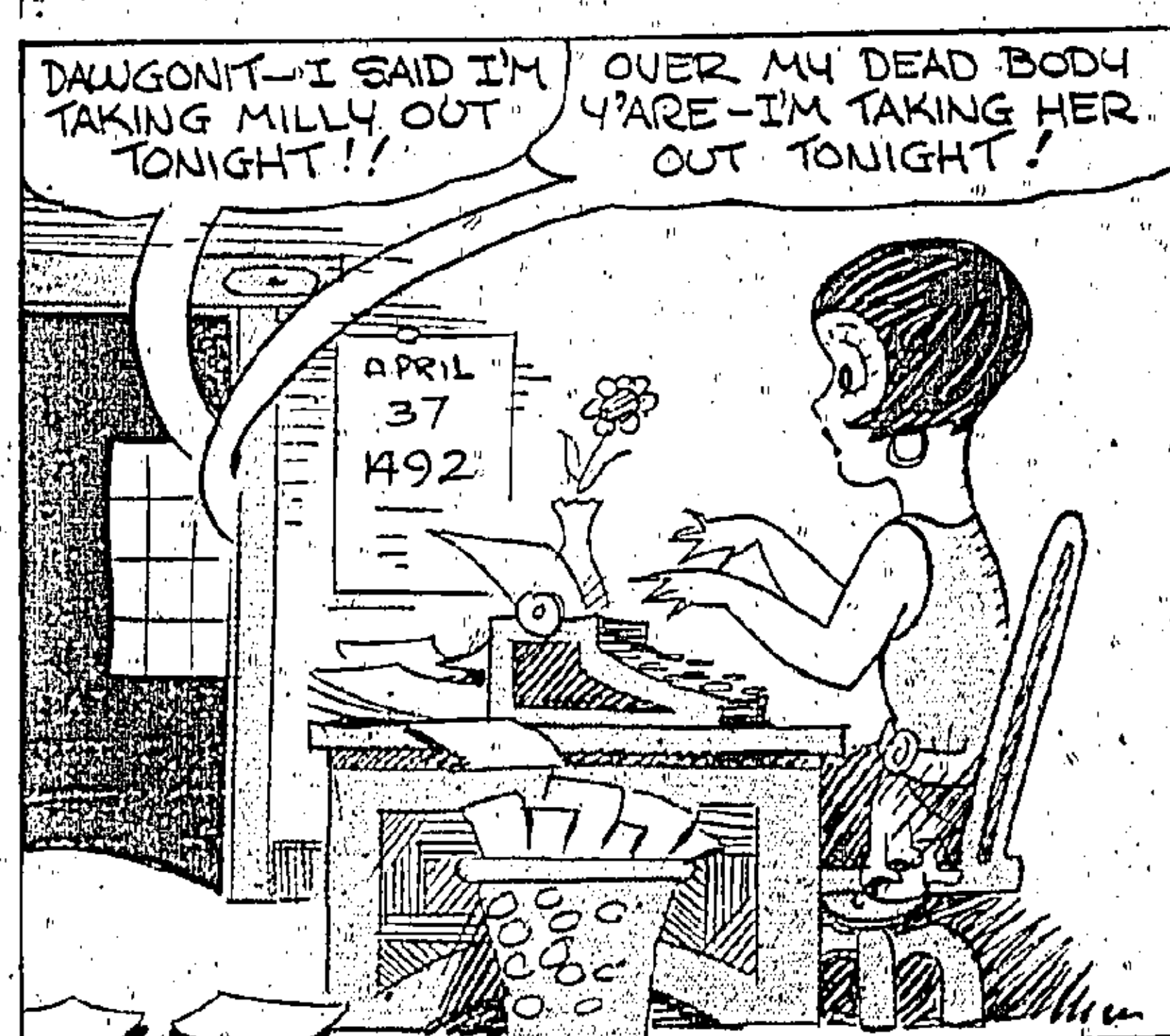
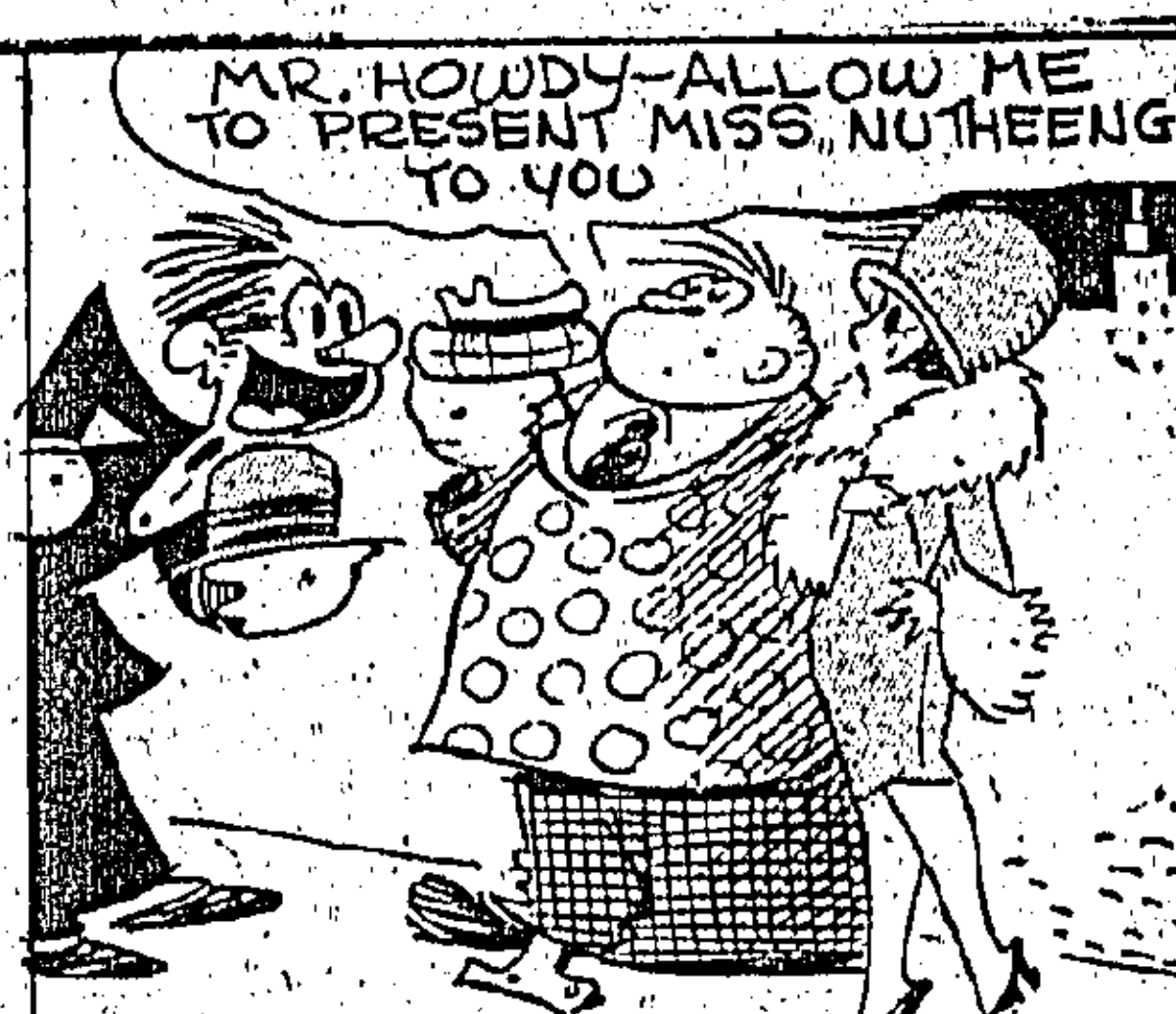


The robe de style has taken the evening mode by storm. This affair of black tulle adopts scallops to define its V-cut bodice and finish panelled skirt. A quantity of black tulle and pink silk roses contrast their gaiety and softness with the tulle. Beneath comes a rose pink silk slip, scalloped and trimmed with silk roses.

\$ ALES MAN AM

by SWAN-0

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THE WORLD OF SPORT



HOME CRICKET.

AUSTRALIANS DEFEAT HANTS.

HENDREN IN FORM.

Berlin, May 14. The Australians defeated Hampshire by ten wickets at Southampton. Brown, 73 not out in a score of 167 for two-overnight, failed to add to his total, and though Mead made a stand, scoring 46 before losing his wicket, Hants were all out for 248. Macartney took four wickets for 58 runs, and Mailley claimed five victims at a cost of 36.

The Australian first wicket pair made the necessary runs for victory without being parted. Scores:

Australia 371 and 33 (for 0 wickets).
Hants: 162 and 248.

SPLENDID MIDDLESEX RECOVERY.

Fine bowling by Haig and Stevens in the Somerset second innings, and a high-scoring partnership between Stevens and Hendren, gained a nine-wickets victory for Middlesex over Somerset at Lord's. The scores were:

Somerset: 319 and 106.
Middlesex: 238 and 190 (for 1 wicket).

Young, the Somerset professional, just reached his century before his wicket was taken in the Somerset first innings. Hendren saved Middlesex from a first innings collapse by scoring all round the wicket for 104.

Nigel Haig (four wickets for 32 runs) and G. T. S. Stevens (four for forty-four) played havoc with Somerset in the second innings and they were all out for 106.

Middlesex lost an early wicket, but Hendren and Stevens were unseparated at the close, the former having scored 71 not out, and the latter 102 not out.

A NOTTS PARTNERSHIP.

Notts gained a first innings victory over Essex, ruin preventing a finish when Mr. A. W. Carr's eleven were in a sound position. The scores were:

Essex: 146 and 102 (for 3 wickets).
Notts: 264 (for 1 wicket dec.).

Russell carried his bat for 66 not out in the Essex first innings.

George Gunn and Whysall made a wonderful stand for the first wicket, the only one lost by Notts, Gunn being defeated when within seven runs of his century. Whysall went on to make 117 not out.

RAIN INTERFERES.

Following rain, the following matches were abandoned:
Yorkshire v. Worcester (York).
Leicesters v. Warwick (Warwick).
Lancashire v. Glamorgan (Glamorgan 187 for 7).—*Reuter.*

MUSSOLINI'S LATEST.

"THIS BABBLING PARLIAMENTARISM."

Rome, March 31.—At the great gathering of Fascists in Rome during the week Signor Mussolini received much applause for the following pronouncements:—

"I am proud to tell you, comrades, that we, and I especially, and all of you, do not care a rap for what is said and published abroad. It is time to prick this bubble. It is perfectly logical that all the forces of liberalism, freemasonry, and of financiers should oppose us."

"But we tell responsible statesmen: You also will take the same road by which we have come; you also, if you want to live, will have to put a stop to this babbling parliamentarism and strengthen the executive power."

THEOSOPHY.

RECONSTRUCTION IN THE LIGHT OF THEOSOPHY.

At the last public meeting of the Hongkong Lodge Theosophical Society on Thursday, Mr. H. E. Lanepart gave an address on "Reconstruction in the Light of Theosophy." He said in brief: All men are awakening to-day to the need of universal friendliness and universal brotherhood. A new spirit of God is breathing over the face of the earth, and there is a supreme longing now in men to find God in their Brother Man. Every sacrifice which an individual or a nation has to make to break the barriers of the individual or national petty self, is truly worth while. Men want Religion—true knowledge of the divine Self within, not Religions with the outer authority of Churches and books, and the whole trend of religious reconstruction goes towards recognition of the Inner Light, common to all men, in all the faiths as the only authority for individual and national morality. Ever more it is recognized that Religion should be based on knowledge and not on belief, and true religion includes the uplift of the whole. Within a nation it means that the poorest, the most miserable, the most degraded, shall be lifted up so that they may share in the culture and the happiness and the welfare of the Nation. Without a Nation it means that all international relations are based on the recognition of the Universal Law of Brotherhood, and the true Religion, the World Religion on the eve of which we are standing will be the Inner, deeper knowledge of man Divine Greater Self embracing all men, all Nations, whose outer aspect will be Universal Brotherhood, that activity which uses knowledge in a brotherly way, for the uplift of every brother man of every brother Nation, all being members of the One Sacred Family of Humanity. The great principle of the unity of life in all and the Law of Brotherhood which religion supreme will equally provide the only right basis for Social Reconstruction. Considering the high spiritual possibilities of the human race, mankind begins to realize that as the human Spirit lives in bodies finding expression through the mind, feeling through the emotions, acting through the physical body, man cannot manifest his true Self, his inherent divine possibilities, unless the mind is trained, the emotions disciplined and the physical body surrounded by all those things necessary for its thorough human development, unless the conditions of social life, the environment in which we have to live and grow, are made suitable for the highest development of the human being, and unless we get rid of all those sad features of modern civilization—terrible poverty at one end of the social scale, and equally terrible wealth at the other end—unless we learn to recognize the laws of Nature and to build our new civilization in harmony with these laws.

Social Reconstruction should be carried out on the basis of the family, i.e. that the weakest shall be most cared for, that the child—the baby-soul—shall have the least toil and the most amusement. From every man according to his ability, to every man according to his need, that is the true rule of human society. The law should be that every child born into a Nation shall be surrounded with the conditions that enable him to develop the whole of the qualities that he has brought over with him from previous existences on earth. Every child born into the Nation should be educated without cost to the parents up to the time when the child is fit to work for the State is going to be profited by the child far more than the parents. In the weak lies the danger of every Nation—the social conscience can only be developed by nationwide elimination of evil conditions and a wise, constructive policy for the upliftment of those weak in body, emotions, mind and spirit. Only thus will every individual within the nation be able to live up to the great national ideals and become a useful, constructive support of the community. Brotherhood does not mean equality, men are distinctly unequal in body, mind and spiritual realization, but nevertheless they all have the right as spiritual beings for growth and healthy development along lines of their inherent capacities. There should be no artificial disadvantages but an open way for all as far as their capacities will carry them. Of great importance are the relations between Capital and Labour and their conflicting interests. If the nature of Brotherhood were truly understood and practically applied, the two great systems of Trade Unions at one hand and Trusts at the other would disappear, merged in the underlying union which works for both. The community would then be regarded as a combination of individuals whose interests are common, not conflicting, and the aims would be fulfillment of duty, not gain, service and not individual profit. Every worker in the community would then have the minimum means of providing for himself and his family a fitting habitation. The question of prostitution would be much simplified if enormous numbers of women were not economically compelled, through lack of social care and brotherly protection to abandon a more useful life. The question of prison reform would be compassable if the prison walls were so narrowed as to provide no space for the crimes arising out of destitution and the dread of it. The Law of Brotherhood applied to Law Courts and criminals would have not so much a prosecuting and defending counsel, as elder brothers consulting how best to help a brother, weaker than themselves, younger in soul, requiring help, training, guidance, assistance, encouragement, not condemnation, not a defaulter whose strength is to be broken, but a weakling whose strength is to be built up by those wiser and stronger than himself. The prisons should be nurseries instead of places of gloom, and should include large numbers of boys and girls, men and women who, in the

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:—

Banks.

Hongkong, \$1,100 sa.
Chartered, \$20 n.
Morcantile A. and B., £304 n.
Morcantile C., £133 b.
P. and O., £94 n.
East Asia, \$86 n.
Marine Ins., Canton Ins., \$635 b.
China Underwriters, \$1,90 b.
North China, Tls. 145 n.
Unions, \$288 sa.
Yangtze, \$374 b.
Fire Ins., China Firs., \$170 b.
Hongkong Fire, \$551 b.

Shipping.

Douglases, \$23 n.
Steamboats, \$26 s.
Tugs, \$24 s.
Indo-China, \$38 n.
Sholl Trans., \$776 n.
Star Ferries, \$624 n.
Waterboats, \$15 n.
Refineries, China Sugars, \$244 s.
Malabons, \$35 b.

Mining.

Bonguets, \$150 b.
Kailans, \$27 b.
Langkats, Tls. 244 b.
Shai Explorations, Tls. 5.25 n.
Shanghai Loans, Tls. 7 n.
Raubs, \$500 n.
Trochols, \$57 n.
Ural Caspians, \$7 n.

Docks, etc.

Kowloon Wharves, \$128 s.
Whampoa Docks, \$55 sa.
Hongkows, Tls. 180 b.
New Engineering, Tls. 5.90 b.
Shanghai Docks, Tls. 1054 sa.
Lands, Hotels, etc., H. and S. Hotels, \$10.50 s.
H.K. Lands, \$61 b.
Realities, \$57 b.
Territorials, \$5 n.
Humphreys, \$154 n.
Princes Bldgs, \$95 b.
Rural Lands, \$7 n.

Cottons.

Ewos, Tls. 10.10 b.
Oriental, Tls. 3.00 n.
Shai Cottons, Tls. 53 b.
Miscellaneous, Amusements, \$114 n.
Canton Ice, \$71 n.
Cements, \$15 s.
China Buses, Tls. 11.30 sa.
China Lights, \$184 n.
China Prov., \$5.80 n.
Constructions, \$24 n.
Dairy Farms, \$20 s.
Der A. Wing, \$10 n.
Electric, \$64 n.
Macao Electric, \$40 n.
Developments, 25 cents, n.
Ropes, \$30 s.
Tramways, \$23.80 n.
Lane Crawford, \$104 s.
Mackintosh, \$194 n.
Peak Trams, \$171 b.
Sinceres, \$11 n.
Taxis, \$4 s.
United Asbestos, \$20 b.
Watsons, \$124 b.
Powells, \$10 n.

should be no artificial disadvantages but an open way for all as far as their capacities will carry them. Of great importance are the relations between Capital and Labour and their conflicting interests. If the nature of Brotherhood were truly understood and practically applied, the two great systems of Trade Unions at one hand and Trusts at the other would disappear, merged in the underlying union which works for both. The community would then be regarded as a combination of individuals whose interests are common, not conflicting, and the aims would be fulfillment of duty, not gain, service and not individual profit. Every worker in the community would then have the minimum means of providing for himself and his family a fitting habitation. The question of prostitution would be much simplified if enormous numbers of women were not economically compelled, through lack of social care and brotherly protection to abandon a more useful life. The question of prison reform would be compassable if the prison walls were so narrowed as to provide no space for the crimes arising out of destitution and the dread of it. The Law of Brotherhood applied to Law Courts and criminals would have not so much a prosecuting and defending counsel, as elder brothers consulting how best to help a brother, weaker than themselves, younger in soul, requiring help, training, guidance, assistance, encouragement, not condemnation, not a defaulter whose strength is to be broken, but a weakling whose strength is to be built up by those wiser and stronger than himself. The prisons should be nurseries instead of places of gloom, and should include large numbers of boys and girls, men and women who, in the

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital - \$50,000,000
Issued and Fully Paid-up - \$20,000,000
Reserve Fund - \$2,500,000
Silver - \$27,000,000
Reserve Liability of Proprietors - \$30,000,000

COURT OF DIRECTORS:

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Hon. Mr. A. O. Lang, Esq., Deputy Chairman
W. H. Bell, Esq., A. J. Plummer, Esq.,
A. H. Compton, Esq., T. G. Weall, Esq.,
P. H. Holyoak, Esq., H. P. White, Esq.,
W. L. Patterson, Esq., G. M. Young, Esq.

Chief Manager:

A. H. Barlow, Esq.
Manager: Shanghai - G. H. Sitt, Esq.
LONDON BANKERS:

WESTMINSTER BANK LTD.
CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 27th Feb., 1916

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATE.

For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January 1925.

THE BANK OF CANTON LTD.

Head Office Hongkong.

Established 1912.
Authorized Capital - \$1,200,000
Paid Up Capital - \$1,000,000
Reserve Fund - \$200,000
BANK CHIEFS: Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
CORRESPONDENTS in all principal Cities of the World.

LONDON BANKERS - The Lloyd's Bank Ltd.
Every description of Banking business transacted.
Safe Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.

LOOK POON SHAN,

Chief Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
Authorized Capital - \$50,000,000
Paid-up Capital - \$18,278,500.00
Reserve Funds - \$9,628,426.24

HEAD OFFICE: PEKING.

HONGKONG BRANCHES: 4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the World.

LONDON BANKERS - The National Provincial and County Bank of England Ltd.

The Guaranty Trust Company of New York.
NEW YORK BRANCHES - The Irving National Bank, The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YEE PEI,

Manager.

THE MERCHANTS BANK OF INDIA LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital - \$3,000,000
Subscribed Capital - \$2,800,000
Paid-up Capital - \$1,650,000
Reserve Fund - \$1,350,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Bangkok, Calcutta, Kuala Lumpur, Rangoon, Batavia, Hongkong, Madras, Shanghai, Bombay, Harbin, New York, Simla, Calcutta, Kanpur, Penang, Singapore, Colombo, Karachi, Port Louis, Sourabaya, Delhi, Kota Bharu (Malurus).

HONGKONG BRANCHES: Every description of Banking and Exchange Business transacted.
Interest allowed on Current Accounts to 2 per cent per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES,

Manager.

5, Queen's Road Central, Hongkong, April 17th, 1925.

true sense are not criminals at all. The problems of the insane, of fitting material conditions, of morality are likewise soluble by the Light of Brotherhood and the knowledge of the Unity of Life in all men.

BANKS.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)

Capital, Surplus and Undivided Profits U. S. \$14,000,000.

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BRANCHES: Barcelona, Madrid, Batavia, Manila, Bombay, Osaka, Calcutta, Peking, Canton, San Francisco, Cal., Hankow, Shanghai, Harbin, Singapore, Tientsin, Hongkong, Kobe.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

G. HOGG, Manager.

9 Queen's Road Central, Hongkong.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)

Paid-up Capital - \$25,000,000
Reserve Fund - \$4,000,000
Reserve Liability of Proprietors \$2,000,000

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

BANQUE DE L'INDO-CHINE

HEAD OFFICE:

96, Boulevard Haussmann, Paris.

Subscribed Capital - Frs. 72,000,000.00
Paid Capital - Frs. 64,000,000.00
Reserve Fund - Frs. 69,667,283.54

BRANCHES: Bankok, Hanoi, Pondicherry, Battambang, Saigon, Shanghai, Calcutta, Manilla, Singapore, Djibouti, Noumea, Tientsin, Forthayard, Papeete, Tourane, Haiphong, Peking, Yunnanfou, Hankow, Phnom-Penh.

Every description of Banking business transacted.
Exchange business transacted—Loans granted on approved securities.

A. LECOT, Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE—HONGKONG.

10, Des Voeux Road Central, Hongkong.

Authorized Capital - \$10,000,000
Paid-up Capital - \$6,000,000
Reserve Fund (1925) - \$1,200,000

DIRECTORS: Hon. Sir Shou-Son Chow—Chairman, Fung Ping Shan, Mok Ching Kong, Li Kwok Chun, Wang Yen Tong, P. K. Kwok, Huiyui Tai, Ng Ching Luk, Kan Yan Po, Pong Wai Ting, Chan Ching Shek.

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KAN TONG PO, Chief Manager.

Hongkong, 3th February, 1926.

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(Netherlands Trading Society) BANK.

Established 1824
Hongkong Branch established 1840.

Authorized Capital Guilder - 150,000,000 (218,500,000)

Paid-up Capital Guilder - 80,000,000 (8,666,670)

Reserve Fund Guilder - 20,536,851 (2,171,481)

Special Reserves Guilder - 22,650,000 (2,388,330)

HEAD OFFICE—AMSTERDAM.
Eastern HEAD OFFICE—BATAVIA.

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Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

A. ROLLIN, Manager.

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The Corporation undertakes General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

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Modern banking in all its branches.

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INTEREST—Current accounts 2 per cent savings 4 per cent, Fixed Deposits, 3 months 4 per cent, 6 months 4 1/2 per cent, one year 5 per cent.

Safe Deposits, Boxes for Rent. Our Vaults safeguarded by time clocks and double combinations.

Remit remittance steel doors.

J. Y. LUM, Manager.

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CAPITAL: Authorized Capital - \$20,000,000
Issued - 8,000,000
Paid-up - 4,000,000
Reserve Liabilities of Shareholders - 4,000,000
Surplus - 825,000

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Every description of Banking and Exchange business transacted.

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Every description of Banking and Exchange business transacted.

A. LECOT, Manager.



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 "ANTENOR" 2nd June. Marseilles, London, R'dam & Glasgow
 "EDMAEUS" 15th June. Marseilles, London, R'dam & H'burg
 "PHEMIUS" 29th June. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE

"TROIUS" 1st June. Genoa, M'les, Havre, L'pool & G'gow
 "KEEMON" 12th June. Genoa, M'les, Havre, L'pool & G'gow
 "BELLEROPHON" 1st July. Genoa, M'les, Havre, L'pool & G'gow
 "TYDEUS" 20th July. Genoa, Havre, Liverpool & Glasgow

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via KOBE & YOKOHAMA
 "TYNDAREUS" 18th May. Victoria, Vancouver & Seattle.
 "PROTESILAUS" 11th June. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"ATREUS" 21st May. New York, Boston & Baltimore
 "LYCAON" 4th June. New York, Boston & Baltimore

PASSENGER SERVICE

"ANTENOR" 2nd June. Singapore, Marseilles & London.
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S.S. "PRESIDENT MADISON" May 20th, 5.00 p.m.
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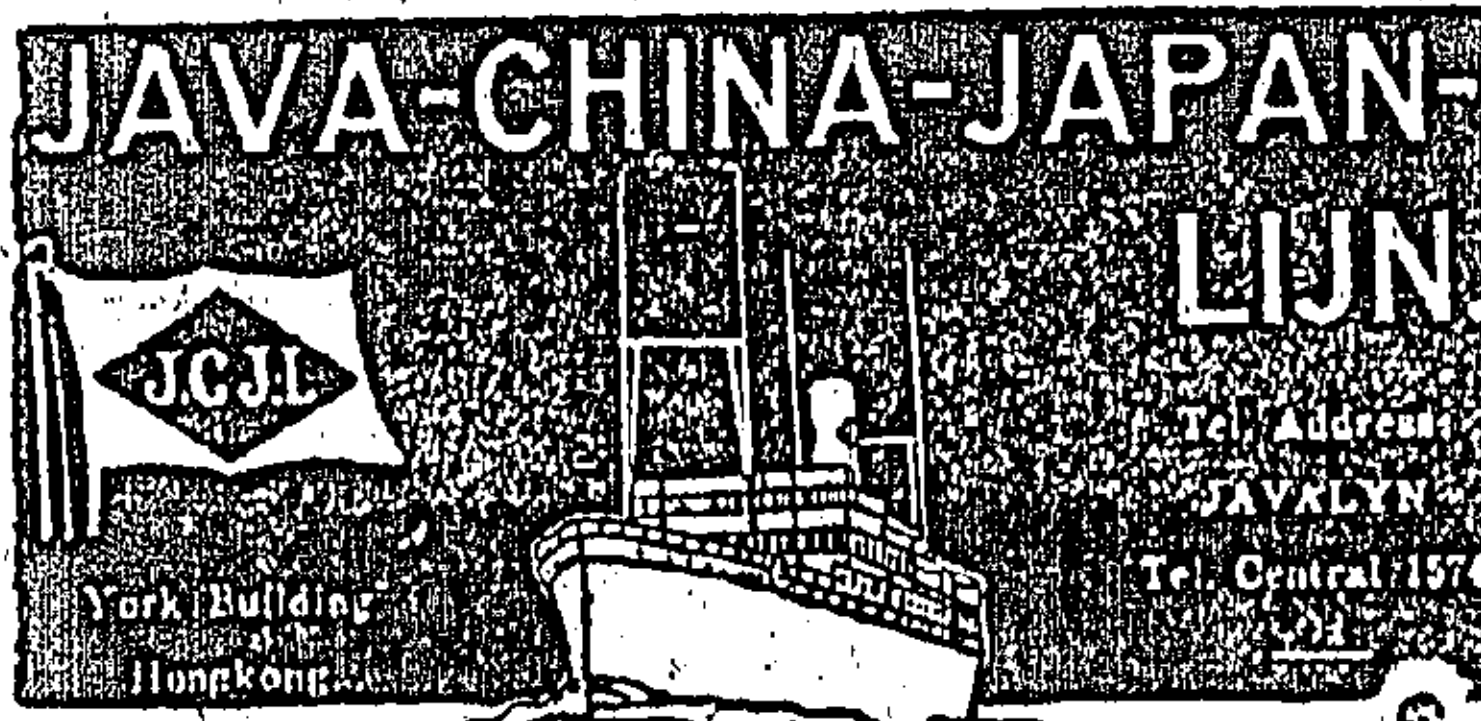
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Steamers	From	Expected on or about	Will leave on or about	For
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Tjilwang	Dalny	16th May.	18th May.	M'ear & S'baia
Tjikarang	Shanghai	16th May.	20th May.	Batavia
Tjisaroca	Batavia	18th May.	21st May.	Shanghai
Tjiharoom	Java	21st May.	24th May.	Amoy & Dalny
Tjilak	Dalny	1st June.	3rd June.	M'ear & S'baia

†Via Macassar
 ‡Via Batavia

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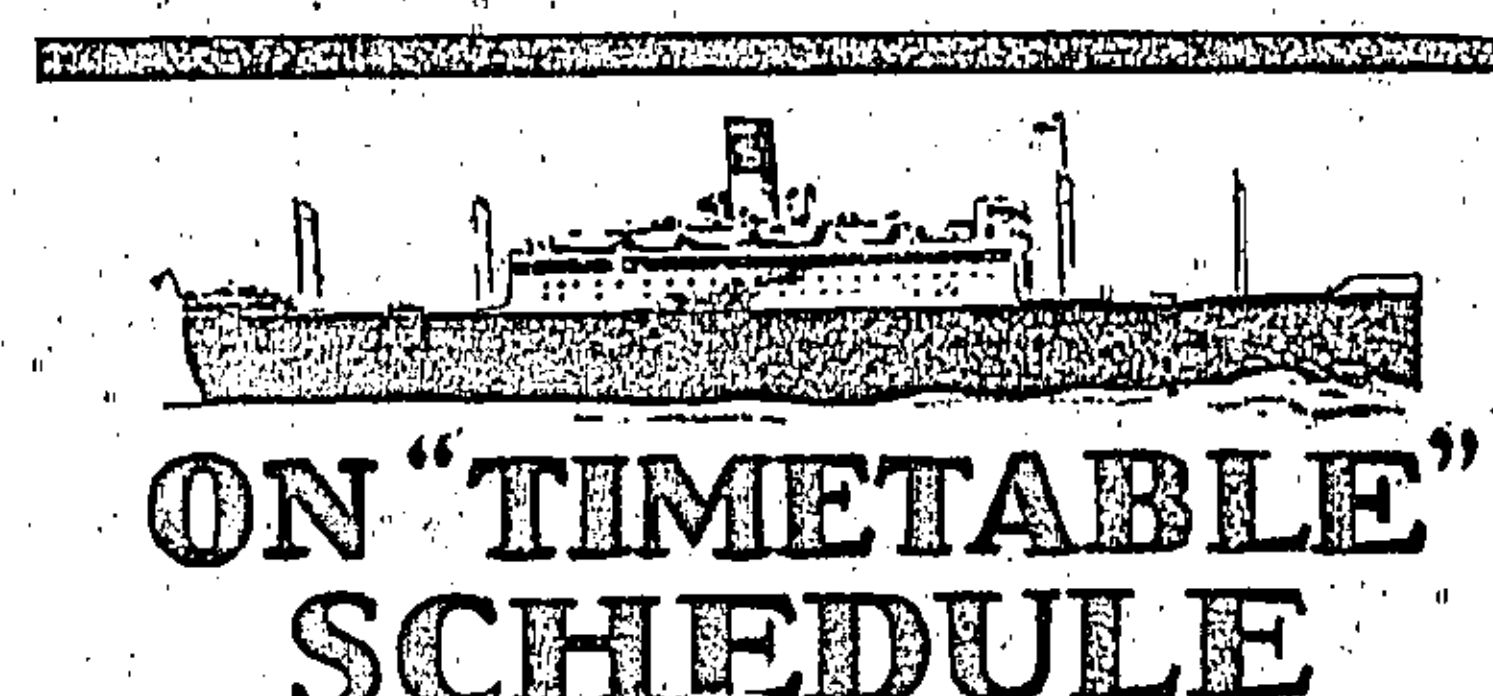
STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Van'v'v
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
EMPRESS OF AUSTRALIA	Jun. 11	Jun. 14	Jun. 16	Jun. 19	Jun. 30
EMPRESS OF ASIA	Jun. 24	Jun. 27	Jun. 30	July 3	July 12
EMPRESS OF CANADA	July 9	July 12	July 14	July 17	July 26
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 6	Aug. 9	Aug. 11	Aug. 14	Aug. 23
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF AUSTRALIA	Oct. 1	Oct. 4	Oct. 6	Oct. 9	Oct. 20
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
May 20	May 22	E/RUSSIA	May 23
June 16	June 18	E/ASIA	June 19
			June 21

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 Pres. Garfield June 8-8.00 a.m.
 Pres. Monroe July 6-8.00 a.m.

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 KOBE AND YOKOHAMA

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 Pres. Lincoln June 5-5.00 p.m.
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TO MANILA

Pres. Adams May 25-8.00 a.m.
 Pres. Lincoln May 28-8.00 p.m.
 Pres. Garfield June 8-8.00 a.m.

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SERVICES CONTRACTUEL
 DES MESSAGERIES
 MARITIMES.

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Optional Cargo will be forwarded on unless intimation is received from the Consignees before 12 noon To-day, requesting it to be landed here.

Bills of lading will be countersigned by the Undersigned Goods remaining undelivered after Monday, the 17th. inst. 1926 at Noon will be subject to rent, and lading charges.

All claims must be sent in to me on or before the Wednesday, the 19th May or they will not be recognised.

All damaged packages will be examined on Monday, the 17th. inst. 1926 at 10 a.m. by Messrs. Goddard & Douglas. No fire insurance has been effected.

J. LIMAGF,
 Agent.

Hongkong, 11th May, 1926.

NOTICE TO CONSIGNEES.

AMERICAN & MANCAURIAN LINE

From NEW YORK

The Steamship "CITY OF GLASGOW"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th. May 1926, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 27th May 1926, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,

THE BANK LINE, LTD.
 General Agents
 Hongkong 14th, May, 1926.

DEAL IN EXPLOSIVES.

(Continued from Page 2)

first requested \$50 per pound but he offered him \$35. The defendant then pointed out to witness that the powder was of a good quality as it had come from the Government Ordnance Department.

The witness also said that when informing him that he had sold explosives to others the defendant had said that there was no fear as he had sold similar explosives to the troops, under the command of General Chan Kwing-ming and the late Dr. Sun Yat-sen.

Anything For Dollars.

Mr. Lindsell: Quite impartial. Mr. King: Anything for the dollars.

Continuing witness went on to explain how he had met the defendant outside the Grand Theatre on April 27 in company with another man.

His Worship: Mr. X. again? Mr. King: Yes your Worship. Not Mr. "A."

The witness further stated that he was arrested with the defendant and tied up by the Police.

His Worship: Was that to carry out the bluff?

Mr. King: Yes. Mr. King to witness: How were you dressed?

Witness: In a long coat with a Chinese cap.

His Worship: When you met the defendant you were smartly dressed?

Witness: Yes. With horned-rimmed spectacles too?—Yes.

Replying to Mr. King, witness said that he had never mentioned to the defendant that he had come from Macao. Nor had he said anything of being a photographer. The case was then adjourned till Friday next.

THE STRIKE.

RELIEF FOR CITY WORKERS.

London, May 14.

At a meeting at the Underground headquarters last night, a satisfactory settlement of the strike was concluded between the companies and the unions concerned.

It is hoped a normal service of the Underground Railway, London General Omnibus Company and allied tramways will operate in London to-morrow.—*Reuter.*

THE MOROCCAN WAR.

MORE SURRENDERS.

Paris, May 14.

A Rabat message says that north-west of Beraber the allies of the French advanced ten kilometres.

Fractions of the Marnissa tribe who were still rebellious, have now surrendered.—*Havas.*

AVIATION.

The Spanish Fliers.

Tokyo, May 14.

It is learned from the War Department, that after receiving official intimation that the Spanish fliers had given up the fight to Tokyo from Manila, the War Department, through the Foreign Office has requested the Spanish Legation to urge the aviators to continue as was formerly arranged, as it is considered that the completion of the flight to Tokyo would help to bind the two countries together.

Permission to land at Karenko, Formosa, still holds good.—*Reuter.*

THE POLISH REVOLT.

A Turn of the Tide?

Paris, May 14.

The Polish Ambassador has issued a communique stating that the Government, guarded by loyal regiments, has established itself at Belvedere Palace, and declared Pilsudski a rebel outlaw.

Four army corps have been ordered to march on Warsaw, which is now completely surrounded. The rebels are showing signs of demoralisation.—*Reuter.*

ARREST OF CRITIC.

AN OUTSPOKEN AMERICAN.

Boston (Mass.). Mr. H. L. Mencken, the famous critic, author of "Prejudices," and editor of the *American Mercury* has been arrested.

The *American Mercury* was barred from sale in this city.

Mr. Mencken went himself to Boston Common and sold a copy of the forbidden magazine to Mr. J. P. Chase, secretary of the Watch and Ward Society.

Thereupon he was arrested on a charge of "purveying impure print."—*Central News.*

H. L. Mencken is the most satirical and sarcastic critic of his fellow-countrymen's morals and manners, and Americanism generally.

Recently he collected in his *Mercury* and otherwise, the most absurd and outrageous examples of the social, sectarian and political life of the States and of the speeches and writings of the people.

Then he published these in book form, every State pilloried separately, from Washington and New York to Oklahoma and the Monckeytown State.

Thus he has made many enemies in every State of the Union; being feared for his truthfulness as much as he is hated for his satire.

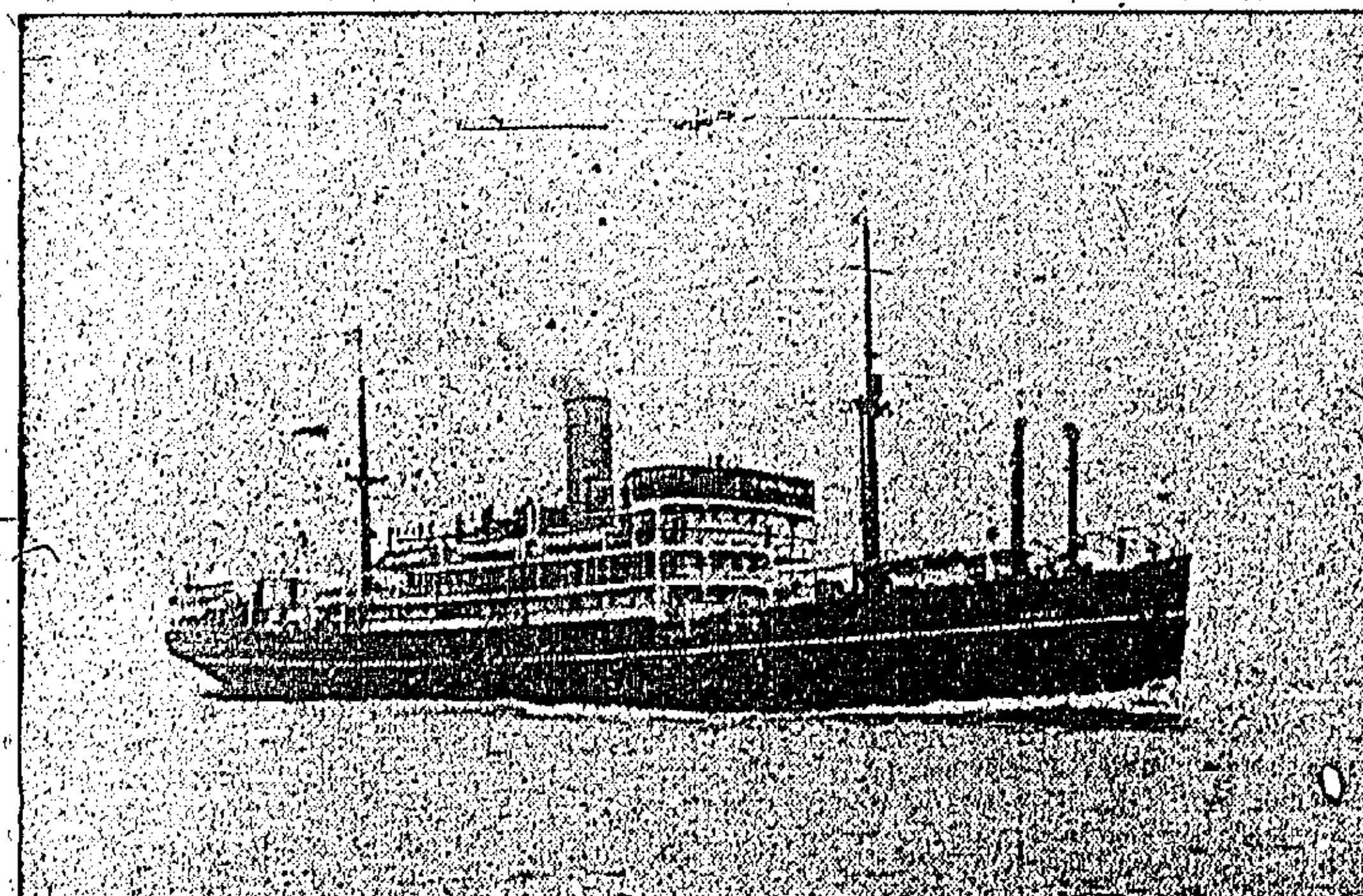
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Ship	Tons	From Hongkong (about)	Destination
KASHGAR	9,105	15 May noon	Marseilles London Antwerp & Hull
PERIM	7,648	21st May	M'ses & L'don
MALWA	10,941	29th May	Marseilles & London
MIRZAPUR	6,715	2nd June	M'ses, L'don & A'werp
NAGPORE	5,283	7th June	S'pore, P'ang, O'bo & B'bay
KYBER	9,114	13th June	M'ses, L'don & A'werp
KIDDERPORE	5,334	21st June	S'pore, Penang Colombo & B'bay
MANTUA	10,902	26th June	Marseilles & London
JEYPORE	8,318	5th July	S'pore, P'ang C'bo & B'bay
KARMALA	9,128	10th July	M'ses, London & Antwerp
PADUA	5,907	15th July	Marseilles Rotterdam London & Antwerp
KASHMIR	8,985	2nd July	S'pore, P'ang C'bo & B'bay
RANPURA	16,565	24th July	Marseilles & London
DELTA	8,097	7th Aug	M'ses, London & Antwerp
MAEDONIA	1,108	21st Aug	Marseilles & London

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BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	20th May	S'pore, Penang & Calcutta
SHIRALA	7,841	25th May	S'pore, Penang & Calcutta
TAKADA	6,949	8th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th June	Manila, Sandakan, Thure Island, Townsville, B'bane, S'pore and Melbourne.
TANDA	6,958	1st June	
S. ALBANS	4,500	30th July	

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The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KIDDERPORE	5,334	18th May	Shanghai, Moji, & Kobe
TAKADA	6,949	21st May	Kobe
MANTUA	10,902	27th May	Shanghai, Moji & Kobe
PADUA	5,907	30th May	Shanghai, Moji & Kobe
SANTHIA	7,754	9th June	Moji & Kobe

All dates are approximate and subject to alteration without notice.
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STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	17th May	22nd May
CHANGIE	17th June	22nd June
TAIPING	17th July	23rd July
CHANGIE	14th August	20th August

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Sailings from Hongkong:

S.S. "ATREUS"	via Suez Canal	21st May
S.S. "LYCAON"	via Suez Canal	4th June
S.S. "CITY OF SALISBURY"	via Suez Canal	15th June
S.S. "COLORADO"	via Suez Canal	2nd July

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S.S. OLDEKERK	31st May
S.S. OOSTERK	17th Apr.
S.S. OUDERKERK	15th May
S.S. ALDEBARAN	18th June

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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Monday, 31st May at noon
TENYO MARU	Tuesday, 15th June
KOREA MARU	Tuesday, 15th June
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama	Saturday, 29th May at noon
BOUYO MARU	Tuesday, 17th July
MARSEILLES, LONDON & ANTWERP via Singapore & Ports	Saturday, 22nd May
HARUNA MARU	Saturday, 5th June
KAMO MARU	Saturday, 19th June
KATORI MARU	Saturday, 19th June
SYDNEY & MELBOURNE via Manila & Ports	Wednesday, 19th May at 11 a.m.
MISHIMA MARU	Wednesday, 23rd June at 11 a.m.
TANGO MARU	Wednesday, 23rd June at 11 a.m.
NEW YORK and/or BOSTON via Panama	Tuesday, 8th June
TAKAOKA MARU	Tuesday, 20th June
TOTAMA MARU	Tuesday, 20th June
BUENOS AIRES via Singapore, Durban & Cape Town	Wednesday, 2nd June
WAKASA MARU	Wednesday, 2nd June
BOMBAY via Singapore & Colombo	Wednesday, 2nd May
GENOA MARU	Friday, 21st May
CALCUTTA via Singapore, Penang & Rangoon	Sunday, 30th May
NAGANO MARU	Sunday, 30th May
CEYLON MARU	Friday, 21st May at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	Friday, 21st May at 11 a.m.
TANGO MARU	Tuesday, 18th May at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	Tuesday, 18th May
ATSUTA MARU	Tuesday, 20th May
TOYOOKA MARU	Tuesday, 20th May
NAGATO MARU	Tuesday, 25th May
MORIOKA MARU	Tuesday, 25th May

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AMAZONE	23rd Apr.	25th May	25th May
D'ARTAGNAN	7th May	8th June	8th June
ANGKOR	21st May	22nd June	22nd June
PORHCS	4th June	6th July	6th July
ANDRE LEON	18th June	20th July	20th July
PAUL LECAT		3rd Aug.	3rd Aug.
AMBOISE		17th Aug.	17th Aug.

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On Sunday 23rd and on Monday 24th May s.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

The "NORTONS" Orchestra will be on board on Sunday the 23rd May and there will be music and dancing during the voyage to and from Macao.

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S.S. "CITY OF TOKIO" 23rd May.

For Marseilles, London & Havre. From Hongkong.

S.S. "CITY OF GLASGOW" 23rd June.

For Marseilles, London, Hamburg, & Havre. From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

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Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENSAND	20th May.	CARMARTHENSIRE	2nd June
GLENTARA	30th May.	L'don, R'dam & H'burg via O'ran.	
CARNARVONSHIRE	10th June.		
GLENSHIEL	24th June.		
PEMBROKESHIRE	8th July.		

Movements are subject to change without notice.

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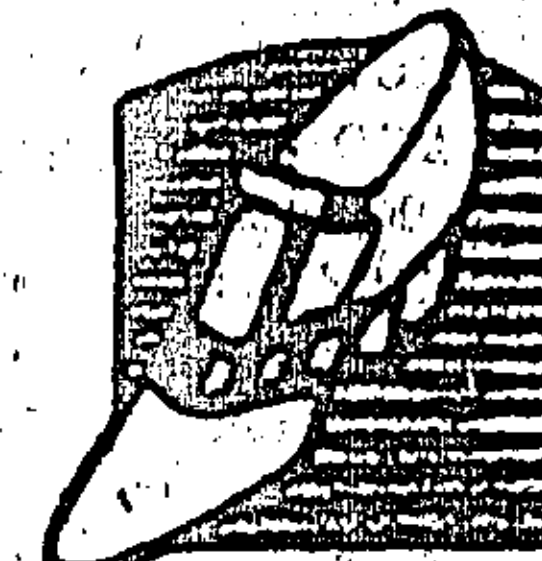
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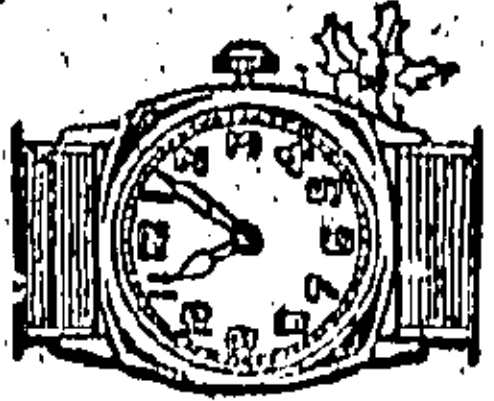
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HOAX RECALLED.

ENGLISH 'MANDARIN'
WHO HAD CIVIL WELCOME.

A hoax on Manchester in 1913,
when a civic reception was given
to a party of distinguished Chi-
nese mandarins, who turned out
to be English business men, was
recalled at a meeting of the City
Council recently.

A discussion took place on the
refusal of the art galleries com-
mittee to offer facilities for the
Hilditch Chinese collection in
the city art gallery.

The name of Mr. Hilditch has
always been associated with the
hoax, and some councillors
alleged that for this reason the
committee had shown unfair
prejudice against him.

£2,250,000 OFFER.
This was denied, and it was ex-
plained that Mr. Hilditch had
agreed that two experts should
make selections from his collec-
tion for exhibition in the art
gallery, but had refused to ac-
cept their choice, as he did not
think it fairly represented his
treasures.

Alderman Todd, chairman of
the committee, said they wanted
quality and not quantity.

If it were true, as the owner
claimed, that an offer of £2,250-
000 had been made for the col-
lection, he would advise Mr.
Hilditch to accept it.

An overwhelming vote on-
dered the action of the com-
mittee.

FARCE DETAILS.

It was not until ten years
afterwards—in 1924—that Mr.
Hilditch disclosed details of the
hoax.

He then informed the *Daily
Chronicle* that the revelation
could not be made earlier "with-
out creating bad feeling."

In August 1913 an exhibition
of Chinese art had been arranged
in the city to which Mr. Hilditch,
who is an F.R.G.S. and a well-
known collector, was not invited.
"So I determined," he said,
"to play a little trick in return,
with the co-operation of three
other Manchester men, whom I
dressed up in emperors' robes
and jewels of many dynasties
from my collection."

They posed as Ying "Sung," a
consulting lawyer; Ma Kwang,
medical professor, and Wang
Yen, art expert.

These "dignitaries" arrived on
the scene at 3 p.m., and main-
tained the farce for six hours, during
which their authenticity was
never suspected. They inspected
the museum, went to the Town
Hall, Free Library, Fire Station,
Y.M.C.A., Art Club, Midland
Hotel and the Hippodrome.

"We had most of the fun at
the Art Gallery, where all the
notables were gathered," said
Mr. Hilditch. "They made a
great deal of the visitors who had
so unexpectedly come among
them." He declared that every-
body concerned enjoyed the joke
when it was made known to
them.

CHINESE TEMPLE.

Mr. Hilditch has spent over 30
years in assembling his collection
of Chinese works of art, and this
year he converted a building in
Victoria Park into a Chinese
Palace Temple, with the inten-
tion of leaving it open in per-
petuity to the inspection of
public, which was formally
opened by Lord Leverhulme.

At this ceremony Mr. Hilditch
was attired in a Chinese costume,
and announced that he was
giving men the opportunity to
see "in actual Chinese fashion
and atmosphere" some of the
rarest and most renowned ex-
amples of embroidery, wood-
carvings, bronze altar vessels,
Buddhas of all types and sizes
used in temple worship, war me-
morial, paintings, tapestries,
temple furniture, emperors,
princesses' and mandarins' thrones
and reception chairs, and all
the ornamental equipment for
Buddhist worship.

Mr. Hilditch threw rice said to
be 500 years old upon the images,
the central figure among the
deities being a massive repre-
sentation of Buddha, the face of
which, by an arrangement of
electric lighting, can be made to
glow redly.

Behind the temple is a private
chapel, which contains most of
the gems of the collection, in-
cluding the empress's robing-
room, with silken robes em-
broided with designs of pro-
Confucius date.

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THE CLASSICS.

LORD OXFORD'S PLEA
FOR CULTURE.

Lord Oxford and Asquith, who
is president of the Classical As-
sociation, urged the importance
of the classics in education in a
speech at the association's gather-
ings at Edinburgh.

His address delivered to the
members of the association was an
appreciation of Joseph Scaliger,
the great 16th century scholar, the
pioneer of modern scholarship, who
could be said to have created the
science of chronology.

At the association's dinner in the
evening Lord Oxford said he always
found in moments whether of de-
pression or of exultation one of
his greatest pleasures in refresh-
ing his memory of his old classical
studies. "It was a recreation, a
consolation, and an inspiration
which had never failed him."

Too Utilitarian?

There had been a growing, and
as he thought "a disputable," and
even dangerous, tendency to look
upon education from a utilitarian
point of view. He himself had no
fear that the study of the classics,
both Latin and Greek, was in any
danger of losing its hold upon the
best intellects of the best and most
promising men on each succe-
ssive generation, but one could not
regard without some amount of
apprehension the growing ten-
dency, perhaps natural and inevi-
table, to look upon other subjects
—the study, for instance, of science
in all its various and beneficent, as
well as maleficent, applications,
the study of history and other com-
peting subjects—to enlist and ab-
sorb the ambitions of their younger
men and women.

He was for two years chairman
of a commission which examined
the present position and prospects
of the two ancient English uni-
versities, and he knew that there
was a growing tendency, evi-
denced by the comparative numbers of
those who went in for the various
schools and triposes, to choose
those subjects in preference to
classics.

The Place of the Classics.

Were the classics, apart from
their intrinsic interest and their
educative faculty and ought they to
be put, into a secondary place?

His answer was an unhesitating
negative. "It was quite true that
Latin, which was once the *lingua
franca*, the common language of
all educated people of Europe and
the language of diplomacy, had
passed for that purpose into a
secondary place. Its place taken
for a considerable time by French
and in future he predicted, without
any hesitation or doubt, that it
would be taken by English."

But that did not in the least af-
fect the importance of continuing
to give, in our educational system,
if not a primary, at any rate a pre-
rogative, place to the study of
Latin and Greek.

They could not know English or
use English unless they had some
adequate knowledge of both those
languages.

He would wish to make a practi-
cal appeal that, in the teaching of
English, particularly, educational
authorities should follow the ex-
ample set by the great scholars of
the past in the domain of Latin
and Greek, and make it a really
scientific study.

He recalled that in his school
days at the City of London School,
under Dr. Edwin Abbott, who, he
thought, was one of the greatest
scholarships of our time, the
study of Shakespeare was put upon
the same footing as Homer and
Virgil.

"Mother's compliments," he
remarked, as he marched
cheekily into a butcher's shop in
a busy suburban thoroughfare,
and she told me to show you
the big bone you sent with this
piece of beef she ordered this
morning." The man of meat
resented this complaint, for not
only was his shop full of cus-
tomers at the time, but one and
all, tittered at the boy's remarks.
With anger in eyes, therefore,
but "honey in his voice," the
butcher turned to the lad.
"Tell your mother," he observed,
"that next time I kill a bullock
without bones in him I'll make
her a present of a joint." The
boy departed, and the butcher
rubbed his hands contentedly
together, for the other customers
had laughed frankly at his re-
partee. Two minutes later the
boy returned. "Mother's com-
pliments," he remarked, "and she
says next time you find a sirloin
with a shoulder of mutton bone
in it she'd like to buy the whole
carcass as a curiosity."

NEWSPAPER PIONEER.

A GENIUS OF JOURNALISM.

The following review of "Joseph
Pulitzer, Pioneer of Journalism,"
by Don C. Seitz is written by C. H.

Bretherton in the *London Observer*:

One day the colour-printer of
the Sunday edition of the *New
York World*, feeling that it need-
ed brightening, gave one of the
characters in the comic supple-
ment a brilliant yellow dress. The
serial child thereafter became
known as the "Yellow Kid," and
the cheap, sensational and enter-
prising form of journalism as
"yellow journalism." The *World*
was its pioneer for years, but ulti-
mately a more moderate newspaper
as well as a great one.

Of this modern American jour-
nalism, "Joe" Pulitzer, the man
who made the *World*, the great
newspaper it became may be justly
acclaimed the pioneer. There
have been wealthier and more
powerful newspaper proprietors
in the United States, but he still
ranks as America's greatest
journalist. If Mr. Don Seitz
would sift, edit, and render down
the incredible mass of instruction,
criticism, analysis, and badinage
with which he inundated and
harassed his various managers,
editors, leader-writers, and misce-
laneous lieutenants, the result
would be a "Treatise on the Whole
Art of Journalism" that none of
the fraternity of ink, from the
highest to the lowest, could afford
to ignore.

Like some other aliens who
have risen to wealth and fame in
the Land of Opportunity, Pulitzer
is often referred to as "a poor
emigrant lad." In fact he came
of well-to-do bourgeois parents in
Hungary, his father a Magyar-
Jew, his mother an Austro-Ger-
man, and had received a sound
education when he arrived in New
York, an emigrant indeed, but an
emigrant fired with the ambition
to be a soldier.

In a Northern cavalry regiment
and thereafter as a jobless ex-
service man, the young Hungarian
had his fill of war, and it left him
a convinced advocate of peace for
the rest of his life. At the time
of the Venezuelan Boundary dis-
pute the *World* alone of the
great American newspapers de-
nounced the jingoism, and threw oil
on the troubled waters. Later
Pulitzer approved the war with
Spain. He thought it would help
the circulation of the *World*,
which was then feeling the intense
competition of Hearst's *New
York Journal*. The hope was
not realised, and the *World's*
owner never again favoured
belligerency.

This was one of the few occa-
sions on which Pulitzer permitted
himself to swerve from the very
definite, and, on the whole, elevat-
ed ideals which he thought should
be Democracy's, and endeavoured
with voice and pen to make De-
mocracy's, both in the St. Louis
Post-Dispatch—his first great
newspaper success—and later in
the *World*.

"He would not pander, he would
not compromise, and he made
himself heard," says his biogra-
pher, a phrase which recalls
"Eve's" parody of the "Daniel
Jazz."

All was a great big news
proprietor.
His voice was loud and it never
grew quieter.
The simile, however, cannot be
pressed since, unlike some others,
Pulitzer never domineered, and
never became the slave of his own
opinions. Like Northcliffe, his
newspaper instinct was uncanny.
Once he declared that the paper
was getting dull, and insisted that
it was because nobody on the staff
got drunk. A brilliant but vin-
ous young writer was taken on,
and the paper promptly recovered
its former dash. Pulitzer had an
abiding faith in the power of the
editorial page. So we find him
writing:—

I will forgive dullness in
other articles, if you will only
manage to have one leader,
strong, striking, and respect-
commanding. After a while
people will be educated to look
for that leader, and, therefore,
the man who writes it should
touch no other thing that day.

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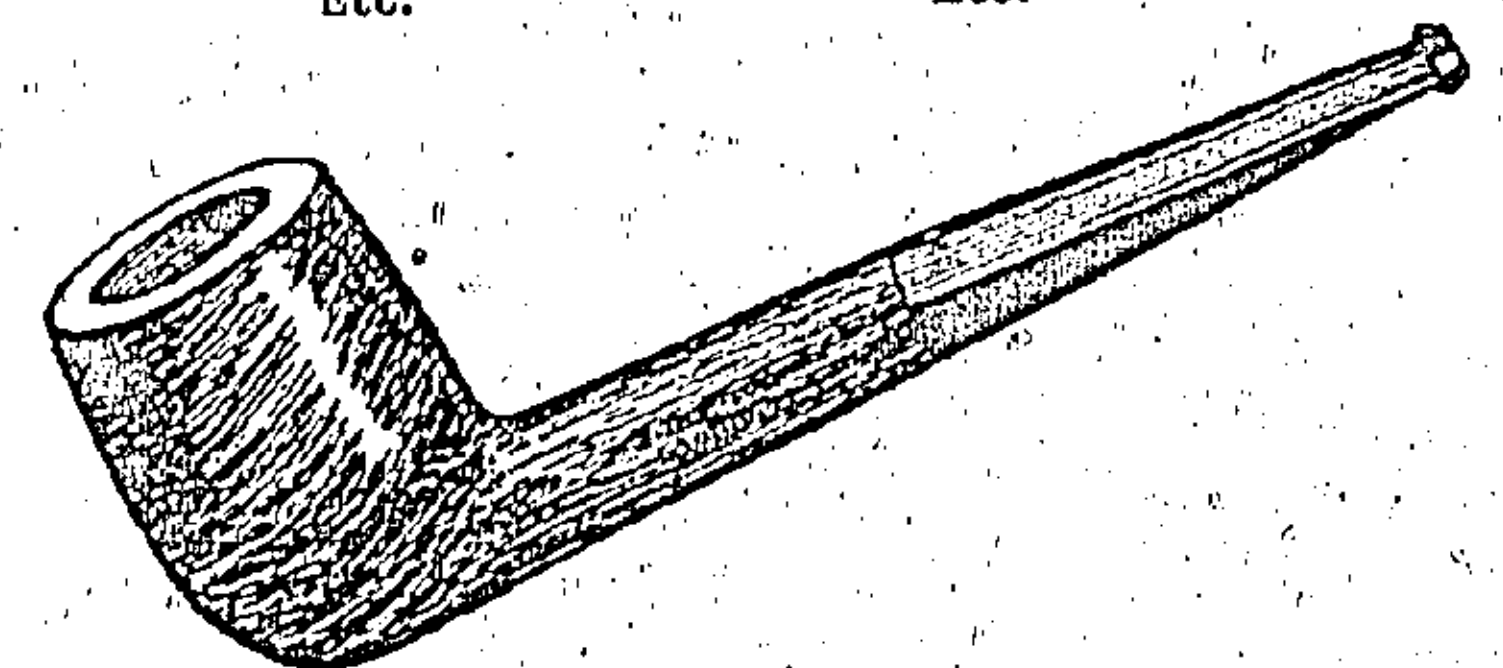
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Indeed, I will give him forty-
eight hours, making him rewrite
it sixteen times.
Joseph Pulitzer paid dearly in
the last twenty years of his life
for the gigantic mental and
physical efforts that had laid the
foundations of wealth and suc-
cess. With nerves broken and
sight gone he ransacked Europe
for doctors, for distractions, for
quiet. His secretaries read to
him, he listened to music, went
driving, sought comfort in the
sea. But he had no real distrac-
tion but his beloved *World*, and
nothing soothed him but to throw
himself, no matter from what a
distance, into its activities and
direct its political courses. With
his death America lost a very
human and vivid personality, as
well as a great newspaper man.
Rothschild once said of him that
if he had stuck to finance he would
have been the richest man in the
world. Pulitzer, however, lived
and died a journalist, and as such
posterity will remember him.